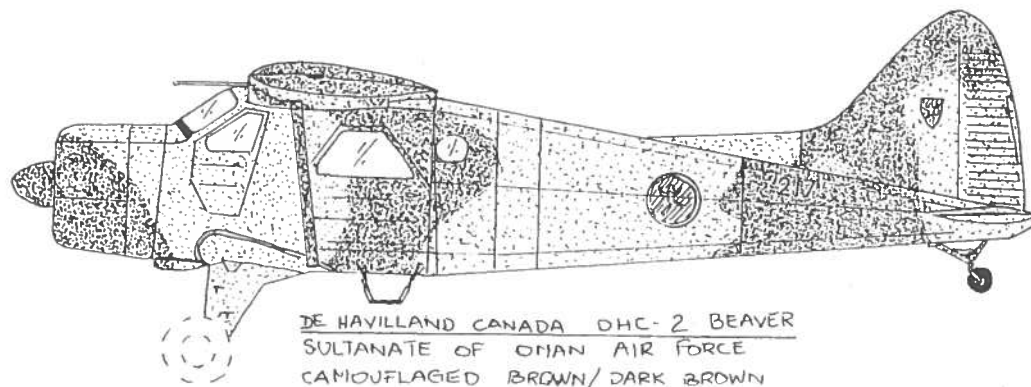
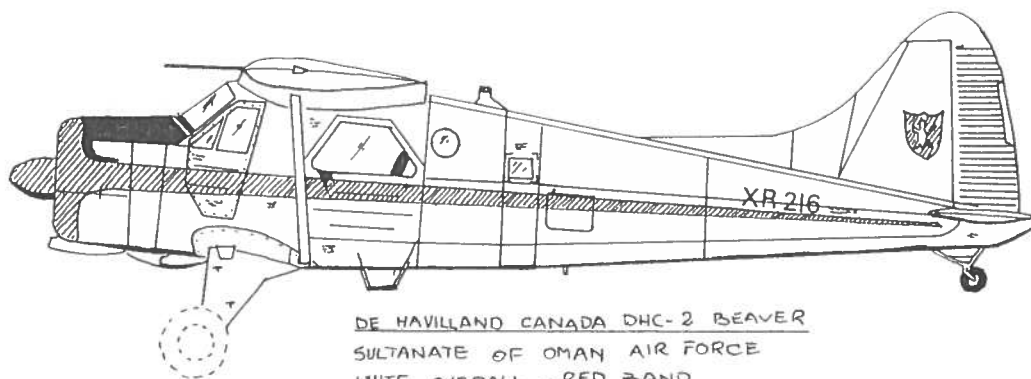


# small air forces observer

**FEATURING:**

(AIR FORCE OF THE SULTANATE OF OMAN)

US \$1.50



# small air forces observer

the newsletter of the Small Air Forces Clearing House

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TBU #58, SAMOLOT MYSLEWSKI SPITFIRE Mk I-V, K. Chołoniewski. 20 pages 6 1/2 by 9 1/4 inches, 14 photos, 14 color side views, and one color 4-view drawing. Spitfires in Polish Squadrons. \$2.25.

BACK ISSUES: New subscriptions begin with all issues of the volume current at the time payment is received. Back issues, when available, are \$1.00 each with postage extra. (Issues #1 through #9 are already out of print.) Xerox copies of out-of-print issues are available at cost. For a list of back issues and costs, send 2 1st-class stamps or 2 IRCs to the editorial office.

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DECAL SURVEY. The number of readers who responded to the SAFCH decal survey was disappointingly small. However, those who did reply were enthusiastic, with most sending lists with 100 countries. The results, while probably not statistically significant, are interesting:

1. Algeria 651, 2. Kenya 647, 3. Uruguay 638, 4. Ethiopia 621, 5. Morocco 601, 6. Cuba 574, 7. Rhodesia 560, 8. Chile 530, 9. Uganda 514, 10. Iraq 513, 11. Pakistan 502, 12. Burma 486, 13. Zambia 471, 14. Zaire 469, 15. Jordan 465, 16. Brazil 464, 17. Malaysia 459, 18. Columbia 447, 19. Egypt & Portugal 446, 21. E. Germany 440, 22. Libya 438, 23. Saudi Arabia 435, 24. Ecuador 433, 25. Australia 424, 26. New Zealand 417, 27. Chad 409, 28. Kampuchea 408, 29. Estonia 400, 30. Bangladesh 399, 31. Israel 388, 32. Somalia & N. Yemen 384, 34. Paraguay 383, 35. Latvia, 36. Tunisia 379, 37. Argentina, Lithuania & Yugoslavia 378, 40. Syria 377, 41. Eire 370, 42. Nicaragua 367, 43. Lebanon 359, 44. India 358, 45. Bulgaria 343, 46. S. Yemen 334, 47. Kuwait 331, 48. Dominican R. 325, 49. Sudan 317, 50. Tanzania 311, 51. Philippines 306, 52. Haiti & Singapore 303, 54. Laos & Venezuela 298, 56. Guatemala 294, 57. S. Korea 285, 58. Mauritania 283, 59. Afghanistan & Turkey 275, 61. South Africa 268, 62. Iran 267, 63. Taiwan 365, 64. Netherlands & Togo 254, 66. Madagascar & Thailand 251, 68. Hungary 249, 69. Qatar 248, 70. Canada 246, 71. Gabon 245, 72. Sri Lanka 239, 73. Central African R. 219, 74. Djibouti 218, 75. Abu Dhabi & Senegal 217, 77. Papua New Guinea 216, 78. Mali 214, 79. Austria 213, 80. N. Korea 212, 81. Angola & Czechoslovakia 205, 83. Nigeria 204, 84. Belgium, China & Jamaica 198, 87. Switzerland 196, 88. Finland 191, 89. Benin 176, 90. Panama 175, 91. Ghana 172, 92. Sweden 166, 93. Albania 163, 94. Mongolia 157, 95. Peru 156, 96. Niger 155, 97. Bolivia 150, 98. Norway 149, 99. Guyana 148, 100. Cameroon 145, 101. Oman 138, 102. Manchuria 137, 103. Honduras 136, 104. Spain 135, 105. Indonesia & Ivory Coast 133, 107. Nepal 130, 108. Congo 128, 109. Trinidad 122, 110. N. Vietnam 121, 111. Malawi 118, 112. Dubai & UAE 117, 114. Mexico 109, 115. Botswana 107, 116. Biafra 106, 117. Greece 105, 118. W. Germany 99, 119. Croatia 93, 120. Slovakia 92, 121. France 91, 122. Rwanda 90, 123. Barbados 88, 124. El Salvador 81, 125. Upper Volta 75, 126. Guinea 70, 127. Denmark 67, 128. Romania 64, 129. Mozambique 61, 130. Costa Rica 50, 131. UAR 47, 132. S. Vietnam 22, 133. Italy 21.

COVER COMMENTS: The pair of Beavers gracing the front cover (by Fred Bachofner) serve to introduce our long-awaited issue on the Omani AF. The back cover shows the most modern SOAF a/c, the Jaguar, in a hanger at Thumrait. (British Aerospace via Patrick Little)

BOOK AND MAGAZINE SALE: Single copies of the following are available from the editorial office. SHIELD OF DAVID (223 pages) \$12.50. A MAGYAR REPÜLES TORTENTETE (398 pages) \$20.00. SAMOLOT MYSLEWSKI I-16 (20 pages) \$2.00. NORTH AMERICAN (FIAT) F-86K (80 pages) \$4.00. DIMENSIONE CIELO - ANTISOM (S2C-5, PV-2, S2F-1) (78 pages) \$5.00. DIMENSIONE CIELO - SOCCORSO (CZ-506, P.136L, HU-16A, H-19D) (73 pages) \$5.00. IPMS-CANADA's RT (Vol. 10 Nos. 4 & 7, Vol. 11 No 1 (50¢ each); Vol. 10 Nos 10/11 & 12, Vol. 11 No. 11/12 (\$1 each). IPMS-MALLARI #20 & #21 50¢ each. APMA #3 & #4 1977 (50¢ each). ASA NEWSLETTER June '78 (50¢).

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# AUSTRALIAN PLASTIC MODELLERS ASSOCIATION.

Jun 79 (20 pages) "Singapore Birds" (drawings of Skyvan and Strikemaster); "RAAF Hercules" (drawing and photos); "Queensland Airline's DC-3" (2 drawings).

Sep 79 (20 pages) "Orions" (drawing of Iranian P-3F); "A Couple of Cats" (drawings of QUANTA PBV and Canadian water bomber); "Congo Crisis" (drawings of Belgium Harvard, Philippine/UN F-86E, Sweden/UN J-29, Katanga Magister, & Indian/UN Canberra).

## AVIATION SOCIETY OF AFRICA NEWSLETTER. Civil & Military News and Registration Review in each 24 page issue.

Jun 79 Photos: Sudan Buffalo. Lockheed L-100 C-FNWF, Cessna 402 ZS-MGT, Cessna 185 A2-ABT, Cessna 402 N27PG, Viscount VP-YND, CL-44 9Q-CWK. "Air Force of Ghana".

Jul 79 Photos: F-27 6V-AEG, DC-3 5H-AAL, Cherokee 7Q-YBU, Seneca EL-AHB, Twin Otter 5A-DBJ, Viscount G-AVJB, Islander 5Y-RAJ, C-45 5N-AFE. "Ghana Airways"; "Air Force of Chad"; "African Combat Debut for Tu-22".

Aug 79 Photos: Viking ZS-DKH, Viscount 60S-AKK, Beagle 206 N100FE, Cessna 337 EL-AHK, DC-6 5N-APS, YS-11 9Q-CWL, F-27A 9Q-CST, SAAF Spitfire IX. "Production News - Bulldogs"; "Air Force of the Central African Empire".

Sep 79 Photos: EAA Biplane ZS-UEX, L-100 C-FNWF, SAAF Spitfire IX, Viscount VP-YNI, Aztec 5Y-ARM, F-28 TU-VAN (Ivory Coast Air Force), "Zaire Air Force"; Production News - Aermacchi AL-60"; Air Force Insignia #19 South Africa.

Oct 79 Photos: SAAF Sabre, Cessna 170 VP-WFT, Cherokee VP-YYY & 9J-RFO, Sudanese Air Force C-47, Rhodesian Air Force Alouette III, DC-3 ZS-GPL. "Production News - Reims FTB 337G"; Air Force Insignia #20 Madagascar.

Nov 79 Photos: SAAF Canberra, Albatros, Vampire, Kudu, Mirage F.1CZ; F-27 Air Ivory; DC-3 N9985Q. "Production News - Reims F 337"; Air Force Insignia #21 Togo.

Dec 79 Photos: Lodestar ZS-ASN, DC-4 9Q-CAN, DC-3 9Q-CSL, Boeing 737 C9-BAB, SAAF Puma & Impala, Tanzanian Government F-28, F-27 C9-AIC. "Air Forces of Burundi & Rwanda".

## JP4 MENSILE DI AERONAUTICA.

Apr 79 (72 pages) Photos: Arava LV-PAR, Belgium Alpha Jet, Canadian P-3C, Spanish RF-4C, Hungarian An-24, Zambian MB326, Albanian IL-14M. "Operazione Iran" (Italian C-130 in Iran).

May 79 (88 pages) Photos: Saudi AB212, Italian C-119, Libyan SF260, Canadian Jet Falcon, Ugandan L-100, Viet Nam IL-18, Swiss PC-7. "Le Operazione dell' F22 in Congo" (photos of J-29, Dove, Magister - excellent article - perhaps one of our Italian readers would like to ask JP4 for permission to translate this article for publication in the SAFO?); "L' Occupazione de Corfu" (good photos of Z-506); Plastimodellismo (Korean & Iranian F-4s).

Jun 79 (132 pages) Photos: Italian AB206, T-6, MC-205; Tunisian S 208; Egypt C-130; Spanish Harrier; Zaire DC-3; Canadian Dash 7; Belgium Defender; Argentine Alouette III; Libyan CH-47, SF 260; Somali SF 260, Dubai MB 326; Spanish A-101. "Orion Canadise"; "Embraer Bandeiranti"; "Aviacion Naval Argentina" (photos of Panther, T-28, F4U, A-4, MB 326, & Cougar).

Aug 79 (72 pages) Photos: Libyan C-47, Spanish Falcon 20 & T-34, Kuwait A-4, Israeli Bonanza, Indian/UN Canberra. "L'Aeronautica Militare Filippina" (photos of F-86, P-51, F-5, T-6, T-28, PT-17, H-34, U-17, Pinto, SF 260, C-130, Islander, & Jetstar); Plastimodellismo Ju 87B (Hungary & Italy).

Sep 79 (88 pages) Photos: Rumanian Dauphin, Argentine S-2, Portugal G-91, Dutch F-16, Spanish AB47 & HA 220, Italian MC 72. "International Air Tatoo '79" (photos Spanish F-4C, Venezuelan Canberra, Danish F-100).

Oct 79 (70 pages) Photos: Italian AB212, Irish HS-125, UAE Buffalo. "Hercules e Elicotteri Italiani in Libano" (Itlana/UN AB204).

Nov 79 (70 pages) Photos: Cuban An-26, Bolivian SF206, Swiss F-5, PC-7 & Mirage III. "Visita al 26° Gruppo

Squadroni A.L.E. 'Givve'" (photos of Italian AB205, AB206, CH-47).

## IPMS-MALLARI

#31 Austers in Finland (photos and drawings of Auster 4, 5, Plus 12, J/1, J/5F, & 6A).

#32 Finnish Gladiators (photos and drawings - outstanding article).

## RANDOM THOUGHTS.

#1 79 (24 pages) Canadian T-33 (drawing of camouflaged a/c); Swedish AT-6 (side views of 4 a/c).

#2 79 (24 pages) Space Shuttle Issue; RCAF Harvard (official camouflage drawings).

#3 79 (24 pages) "C-102 Avro Jetliner" (text, 3 photos & scale drawings); RCAF Bristol Freighter (official camouflage drawings).

## IPMS-MAGAZINE.

Sep/Oct 79 & Jul/Aug 79 Nothing of small air force interest.

Nov/Dec 79 Israeli C-130 (drawing of camouflage pattern); Photos: C-130 from New Zealand, Denmark. Spitfires from Belgium, Norway, France, Eire, Netherlands, & Denmark.

## VIRUS PLASTICUS.

1 79 "Swiss DH-89" (4 pages including 1 page of drawings); Photos: Swiss Storch & Pc-6.

2 79 Drawing of Swiss DH-100 & West German F-104G.

3 79 "Swiss S-55T" (4 pages including 1 page of drawings).

4 79 "Swiss Si204 (2 pages of text & 2 pages of drawings); "Swiss F-27 Friendships" (4 pages of text & 2 pages of drawings).

## OFH NACHRICHTEN.

3/79 Photos: Austrian Bul81, Fil56, Piper J3, Albatros DIII. "Autogiro Avro 671" (drawings & photo of OE-TAX); "Reiseflugzeug SGP M222" (text, drawings & photos); "Douglas DC-3" (text and 5 pages of drawings of Austrian a/c); "Augusta Bell AB204" (text and 5 pages of drawings of Austrian a/c).

Sonder Nummer 1979 "Osterreichische Luftfahrzeugrolle" Photos: DC-2, HV 14/32, Junkers G24; 9 pages of tables; 7 pages of side views (Junkers Fl3, Berg DI, Lohner L, DH-60G, Hansa Brandenburg CI, Udet U12, DH 83, CR-20, Mel08, Bul31, DH-82, Junkers Fl3, Ju 52/3m, Junkers Fl3/ca, Junkers G24a, Junkers Fl4/fe, Junkers A20, Junkers A35, HR 14/34, HV 12/34, HV 15.

## PRI FLY.

#31 - #33. Nothing of small air force interest.

MILITARY AVIATION REVIEW. Each 28 page issue has outstanding photo coverage of military a/c of Europe and the USA.

Feb 79 Photos: Italian G-222, Ghana F-27; Albanian IL-14M, Panama Cheyenne, Venezuelan Navy King Air, Italian G-46, G-49, G-82, and G-91. "Norwegian Air Force I" (text & photos of Vampire, Norseman, Auster J/1, Spitfire, Otter, T-33, C-47, F-86D, T-6, PBV) "Look Back No. 2 - the Meteor" (list of all preserved Meteors with photos of a/c in Brazil, Australia, Belgium, Denmark, & the Netherlands).

Mar 79 SAAF C-54, UAE Buffalo, Greek F-4, Indonesian T-34C, Kuwait A-4, Cuban An-26, Kenya Buffalo. "Norwegian Air Force II" (photos of C-119, F-84G, Vampire, Safir, F-86F, PBV, Cornell, Albatros).

Apr 79 Photos: Norwegian Sea King, Belgium Do-27, New Zealand Auster T.7C, Beaver, Canberra, Hastings, Sunderland, P-51D, Mosquito. "Irish Army Air Corps" (list and photos Avro 636, Lysander, Dove).

May 79 Photos: Algerian T-34C, ex-Danish C-54, RAAF C-130H, Hong Kong Auster AOP9, Turkish Blenheim. "Norwegian Air Force III" (photos Safir, TF-104G, UN UH-1B, Otter, C-119, Twin Otter, Bell 47J, F-104G); "AKG-51"

(text and photos of West German RF-84F, T-33A, RF-104G, RF-4E & Do27A).

Jun 79 Photos: Italian A.F. DC-9. "RNZAF Today" (text and photos A-4, Andover, Airtrainer, UH-1D, BAC 167 & C-130H); "Camberra" (photos of a/c in markings of Peru, Ethiopia, Ecuador & India); "Norwegian Air Force IV" (photos Safir, Spitfire, Storch, Mel08, FW189, Lodestar, Mosquito, L-18, Anson, Oxford, T-6, PBV, Ju52/3m).

Jul 79 Photos: Bolivian PC-7 & F-27, SAAF Puma, Impala, Camberra, Sabre, Albatros, Vampire, Bosbok & Kudu. "The Heeresflieger" (text & photos of West German Alouette II, Bell UH-1D, Bo105, CH-53G, Do27, H-34); Vertols in German Service" (Text & photos of H-21).

Aug 79 Photos: Belgium Alpha Jet, Rhodesian C-47, Venezuelan Camberra. "Portugal's Air Force" (text & photos C-130, C-47, C-54, Dc-6, Ju-52, Noratlas, Auster D5, F-86F, T-37, F-337, G-91R, CASA 212).

Sep 79 Photos: Guyana King Air, Pakistan Halifax, Rhodesian DH-89 & Auster J/1. "JASDF Today" (text & photos F-104, F-86, F-4, T-1, T-2, C-1, S-62, MU-2S); "Luftwaffe Serials from 1968" (text & photos G-91, H-34, Seahawk, Do27, Sycamore, Magister, Noratlas).

Oct 79 Photos: Swiss Hunter, PC-7 & F-27, Portugese T-38, French Noratlas & Alpha Jet, Irish HS-125, Ecuador Navy Cessna 500.

Nov 79 Photos: Mexican Skyvan, Indian Sealand, French Vampire, Turkish Mosquito.

Dec 79 Photos: German G-91R, UH-1D, F-4F, Dutch F-16. "Luftwaffe T-Birds" (text & photos).

**DIRTY PLASTIC.** Quarterly, \$7 per year from Pat Fowler, 509 W. El Camino Dr., Phoenix, AZ 85021. Excellent magazine for the small air force modeler.

Summer 75 Korean C-47; Luftwaffe 707.

Spring 76 Indonesian C-47.

Fall 76 Chile B-25J.

Winter 76 Japanese Nakajima 91, Fiat BR-20, Yokisuko K2Y1/2, Nieuport 24, Sopwith Pup; Finnish and Soviet

Nieuport 17.

Spring 77 Polish F2B & Avro 504; Swedish Bristol Jupiter Fighter; Fokker D VII in Denmark, Belgium, Finland & Poland.

Summer 77 Polish & Soviet Albatros D III; Chinese Gladiator; Spanish Nieuport 28; Polish Fokker FVIIA;

Fall 77 Czechoslovak Albatros D III, Chinese & Japanese DH-60G; Ro-41 in Hungary, China & Italy. Mitsubishi 7MR8.

Winter 77 Dutch Albatros D III; Danish Ju52/3m.

Spring 78 Turkish Battle, Albatros D III & Nieuport 27.

Fall 78 Italian & Chinese 1912 Caudron; Dewoitine 510 in Spain, Russia & Japan. "The French Connection I" (Vought V156, P-39, P-51D, O-1). "Modeling the Boeing F4B Series (4 pages of text & drawings).

Winter 78 "Modeling the Boeing P-12 in 1/72 Scale" (2 pages of text 1 page of drawings); "Junkers Ju52 Float Types"; Modeling the Curtiss Hawk Series" (8 pages of text and drawings).

Spring 79 "The French Connection II" (text & drawings of French F4F, P-47D, F8F & T-33); "The North American Texans" (an in depth study of the Texan); "Chance Vought UO-1 (3 pages of drawings including Peruvian & Cuban a/c).

Summer 79 "NA-16 Production Series Breakdown - Fixed Gear Variants" (drawing of Korean AT-6 on floats); Spad 13 in Russian, Soviet, Spanish & Latvian service); Scale drawings of the IAR 80.

Fall 79 "Dornier Do24" (3 pages of drawings of a/c in Swedish, Australian, French, Soviet, Spanish & Dutch service); "Turkey Hawks" (a page of drawings of Turkish Curtiss Hawk IIs); "Russian Ni-17" (a page of drawings of a/c in Czarist and Soviet colors); "The French Connection III" (8 pages study of French Hawk 75s including 2 pages of drawings with color chips).

Winter 79 "Have a Hart" (8 pages of drawings and conversion information - includes RAAF Demons, Yugoslav Hind, Latvian Hind & Swedish Hart). "Modeling the XP-15 and XF5B-1"; "More details on the NA-16 Prototype".

## reviews-reviews-reviews-reviews-reviews-reviews-reviews-reviews-reviews-reviews

"RECOMMENDED AVIATION LITERATURE From Israel: Published by Eshel-Dramit Ltd., PO Box 115, Hod Hasheron and available via following distributors: For England, South Africa, Australia - Conda-Nest, National Magazine Distributors Ltd., Tavistock Rd., West Drayton, Middlesex UB7 7QE England. For USA and Canada - International Circulation Distributors, 250 West 55th St., New York, NY 10019, USA. Titles: Born in Battle #2, Israel's Air Force (65p in England). 76 pages, A4 size, many photos b&w and color, color profiles. Further titles to follow including non-aviation themes such as armor. War Data (£1.50 in England). 48 pages, otherwise as above. Available are #2 "From Mirage to Kfir" and #3 "Military Arsenals - Persian Gulf". Card overs. Very interesting.

"MILITARY AIRCRAFT OF THE WORLD by Taylor & Swanborough, 1979 edition (£4.95) 224 pages, A5 size, with text, photos, & 3-view drawings. A 'must' for all enthusiasts. From England - Ian Allan Ltd., Terminal House, Shepperton, TW17 8AS England. In USA at Sky Books International, 48 East 50th St., New York, NY 10022 USA.

"From France: A new monthly magazine "Air Fan" (12. Ffr) 52 pages, many fine photos with much colour, also book and kit information. Subscription - Air Fan, 48 Boulevard des Batignolles, F-75017 Paris, France. Foreign subscriptions 140 Ffr for one year.

"C-130 HERCULES PICTORIAL, (£2.25) 36 pages (4 in color) A4 size, over 100 photos including all exotic operators! From Airline Publications & Sales Ltd., Noble Corner, Great West Rd., Hounslow, Middx. TW5 OPA England. By the same publisher: HERK, HERO OF THE SKIES (£8.95 + 90p p/p) 416 pages, many photos (poor) of the historical background and operational career of the C-130. US office for orders is Airline Publications, Room 202,

130 North 5th St., Harrisburg International Airport, Middletown, PA 17057 USA.

"Flight INTERNATIONAL of 4 August 1979 (30p in England) contains the annual "World's Air Forces" survey; text and photos. It does not appear possible to order single issues, but this magazine is available at the better international bookshops.

"The following items all have the same address, but not the different departments as underlined. Alan W. Hall Publications, 26 The Broadway, Amersham, Bucks. HP7 OAR, England. "Scale Aircraft Modeling" (60p monthly). A very good modelling magazine, if not one of the best. "Aviation News" (30p fortnightly) newspaper with 16 pages and the center double pages with 1/72-scale drawings of highest accuracy. Some back issues are still available at 45p each. Where no longer in stock, photocopies of the center plans are available at 60p each via Aviation Plans Service. They also conduct a mail-order kit service under Model Mail. The latest in their WARPAINt series is #5 C-130 Hercules (£2.95).

"Addresses of reliable sources of slides and prints: Flightlines International, P.O. Box 3, Winchester, SO23 8AA, England. A large catalogue is available with a new list coming out every 5 weeks. Hugh R. Muir, P.O. Box 234, Aurora, MO 65605 USA. Large catalogue available. Military slides only. Interair, P.O. Box 412, Kennedy International Airport, Jamaica, NY 11430 USA. Large catalogue, mainly civil a/c. Piccianni Aircraft Slides, 434 Arbutus Ave., Horsham, PA 19044 USA. Large catalogue. Military a/c only, mainly US, but some foreign and a number of older types.

"In all cases make inquiry before ordering photos." Fritz Braun (SAFCH #220)

# THE SULTAN'S AIR FORCE



The Sultanate of Oman is situated on the south-eastern corner of the Arabian Peninsula. Its 1000-mile coastline stretches from Bakha on the Musandam Peninsula to Ras Darbat Ali with the exception of the Dibba and Kalba which belong to Sharja and Fujairah of the United Arab Emirates. On the west, the Sultanate is bordered by the South Yemen People's Republic, while inland its territories extend into the equally hostile Rab'al Khalu or "Empty Quarter" as this great south-eastern desert is called. The capital of the Sultanate is Muscat which has a population of 17,000 including Hindus and Khojas as well as Arabs. The total population of Oman is 790,000.

Close ties have existed between the Sultanate and the British Government for more than a century and a half. Therefore, it was not surprising that during an insurrection in 1958, the father of the present Sultan called upon the British Government for help in modernizing the Omani armed forces. Thus, it was with British assistance that the Sultanate of Oman Air Force (SOAF) was born in 1959.

The first aircraft for the SOAF were a pair of Scottish Aviation Pioneer CC Mk 1s utility STOL transports. These aircraft came directly from No. 78 Sqn. RAF which at that time, was based at Khormasir in Aden. Soon these aircraft were followed by three Hunting Provost T Mk 52s. These were the first combat aircraft for the SOAF, being equipped with 0.303 in. (7.7 mm) Browning machine guns and configured to carry two 250 lb (113 kg) bombs or six 60 lb (27 kg) bombs, or rockets. These five aircraft were soon joined by another Pioneer and two more Provosts to give the fledgling SOAF a total inventory of 8 aircraft. This number remained unchanged for a number of years.

The next aircraft added to the SOAF were four DHC-2 Beavers from British Army stocks. The role of these aircraft was logistic support for the Army outposts and for the transportation of troops. This was an important role because the growing unrest in the country had led to the establishment of a number of desert outpost which could only be supplied by means of air transport into rough desert landing strips.

The main base at that time was situated at Bait-al Falaj near Muscat. All maintenance and technical support was carried out here, mostly by civilians under contract to Airwork Limited. The high temperatures experienced during the Omani summers made working conditions at Bait-al Falaj very difficult. For example, service personnel had to learn not to touch metal tools or aircraft surfaces that had been exposed to the sun for any length of time. The SOAF aircraft were operated by British RAF personnel under the command of Wing Commander G. B. Atkinson.

In 1965 the Dhofar Liberation Front (DLF) was formed in opposition to the Sultan's rule. These rebels, receiving support from China and Russia, operated out of the South Yemen People's Republic. In response to this threat, the

Sultan decided to increase the size of the SOAF. In May 1967, an order was placed for 12 BAC Strikemaster light tactical support aircraft. Eleven months later 12 more Strikemasters were ordered, bringing the inventory of jet aircraft to 20 aircraft - four Strikemasters had already been lost.

The operational center was now shifted to the former RAF airfield at Salalah (the former capital of the Dhofar region) about 70 miles (110 km) from the South Yemen border. The HQ for the SOAF remained at Muscat. To provide for transportation between these two bases, one C-47 was obtained from Great Britain in 1968, but it soon proved that a single aircraft was not sufficient to satisfy the support needs. A demonstration was arranged in which a Short Skyvan 3M carried a Landrover from Bait-al Falaj to a sand landing strip at Saig high in the mountains at 6000 ft (1800 m). The Sultan was sufficiently impressed to order 6 Skyvans, the first of which arrived in June 1970.

In the meantime, two more C-47s were added to the SOAF's transport complement. Because of their already advanced age, the Sultan decided to replace them with DHC-4 Caribou ordered from Canada. Later, four Vicker Viscounts Series 800 were also purchased; two from the RAAF and two from Lufthansa. One of the ex-Lufthansa Viscounts was lost before entering service with the SOAF. Additional transport capacity was added in 1970 with the introduction of 8 Augusta Bell AB 205s and 4 AB 206 Jetrangers.

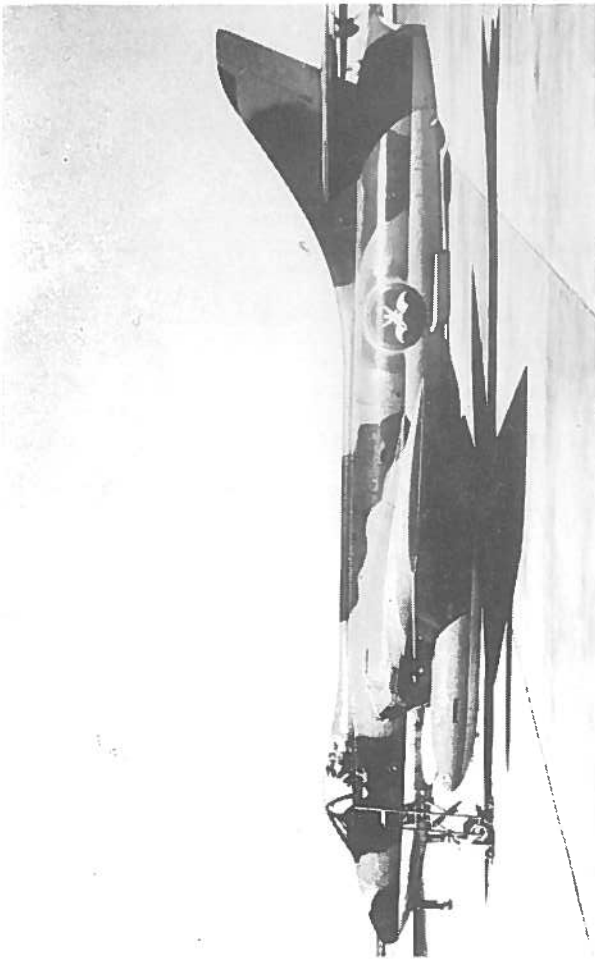
At this time the SOAF received a new commanding officer, Wing Commander P. J. Hirst. The commanding officer and about one-third of his officers were members of the RAF. The SOAF consisted of three squadrons: An attack squadron consisting of 20 Strikemasters (with 4 Beavers attached) was based at Bait-al Falaj, but all operational sorties against the DFL were flown from Muscat. A second squadron consisted of a helicopter flight (8 AB 205s and 4 AB 206s) and a transport flight (6 Viscounts including 3 more bought from Aer Lingus in July 1973); this squadron was responsible for long haul transport between Muscat and Salalah. The third squadron operated two Caribou in one flight and 8 Skyvans in a second flight. Three of these Skyvan usually operated from Salalah under the command of Squadron Leader Peter Hulme, with the other 5 Skyvans rotating to Bait-al Falaj.

A new period of SOAF history began with the introduction of the Hawker Hunter. A new attack squadron was formed to operate the Hunter FGA Mk 76. This squadron was stationed at Muscat while the Strikemaster squadron moved up to Salalah. The Beavers and all the helicopters were transferred to the Hunter squadron. Expansion of the SOAF continued with the delivery of 31 Hawker Hunter FGA Mk 73s as a gift from King Hussein of Jordan. Also received at this time were Britten Norman Islanders and the BAC 111-475 with large cargo doors. More helicopters were also added.

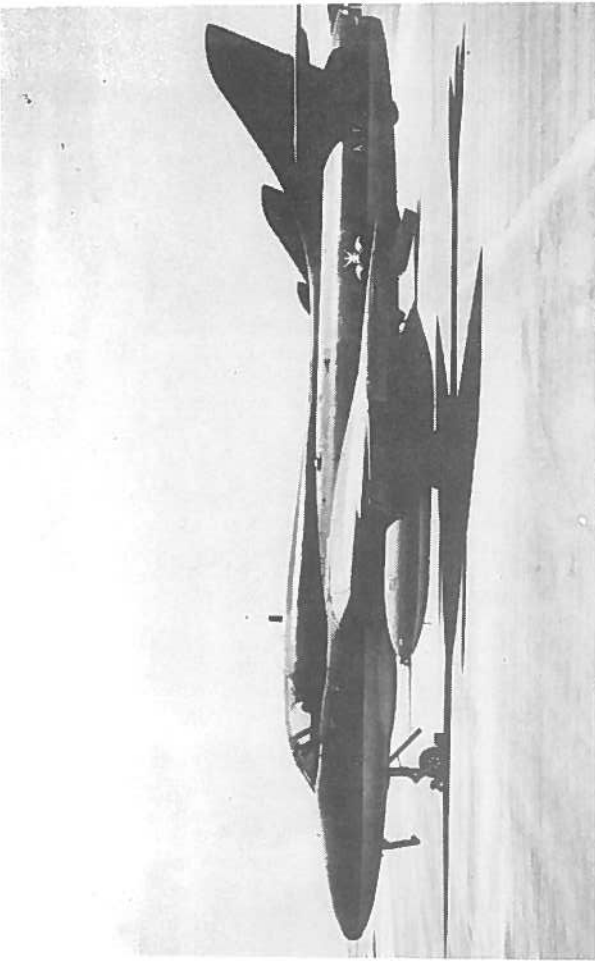
The present organization of the SOAF is as follows:  
No. 1 Squadron at Salalah operating 12 BAC Strikemasters.  
No. 2 Squadron at Seeb with 15 Skyvans.  
No. 3 Squadron at Salalah with 20 AB 205s and 3 AB 206 helicopters. (Five AB 214 helicopters are on order.)  
No. 4 Squadron at Seeb with 3 BAC 111s.  
No. 5 Squadron at Seeb with 8 Islanders of which 3 can be used for VIP transport.  
No. 6 Squadron at Thumrayt with the Jordanian Hunters (12 a/c operational).  
No. 8 Squadron at Thumrayt with 12 Jaguar S and 2 Jaguar B.

As of March 1977 it was known that the SOAF had lost in combat at least 3 Strikemasters, 2 Hunters, at least 2 AB 205s, and one AB 206.

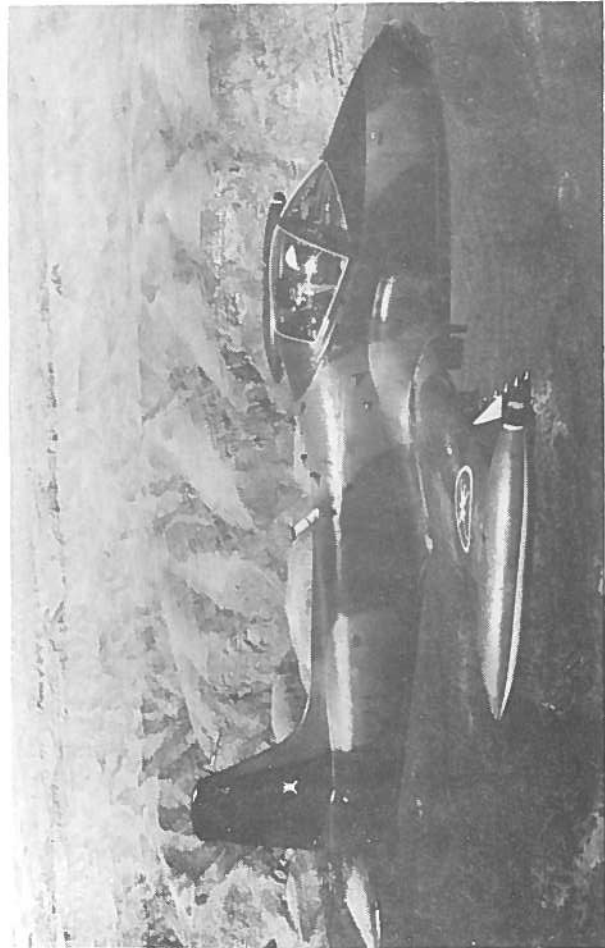
(Continued on page 73.)



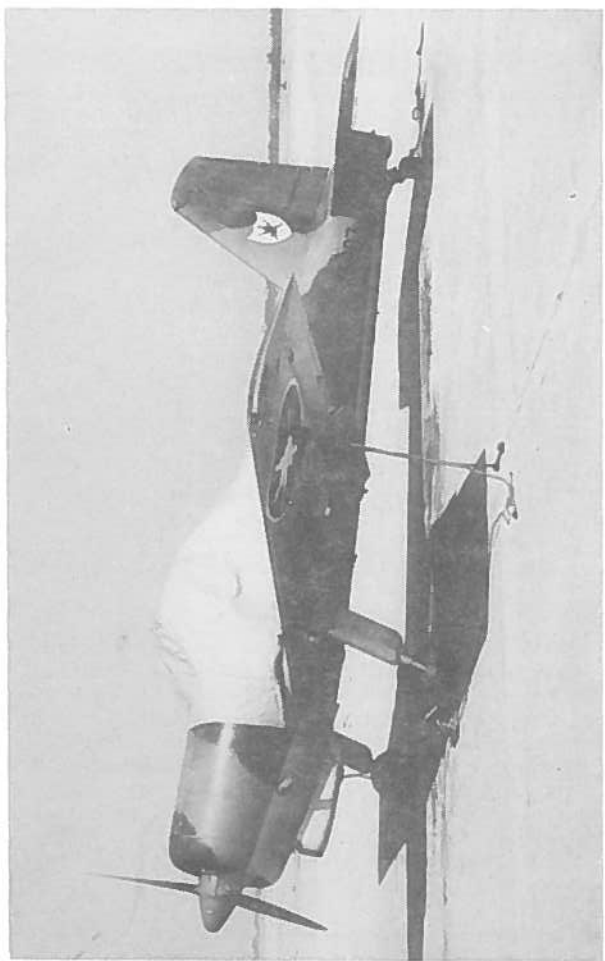
SOAF Hunter '825' with new roundels (green surround) and no fin flash. (MAP via Bachofner)



SOAF Hunter Trainer '802' with new roundels. (Dewar)



SOAF Strikemaster '404' with standard roundels and fin flash. (MAP via Bachofner)

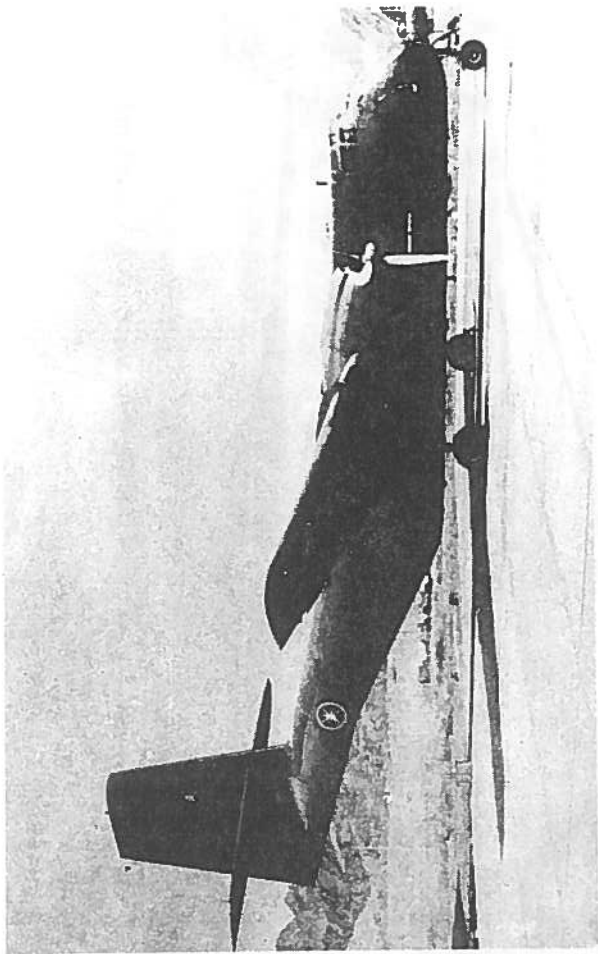


SOAF Proctor 'XF907' with alternate fin flash. (MAP via Bachofner)

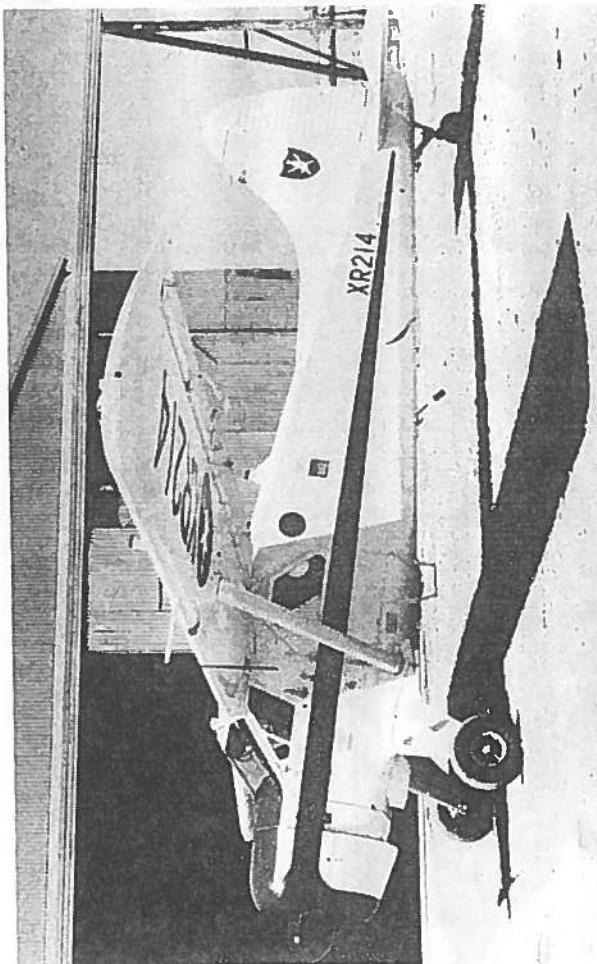




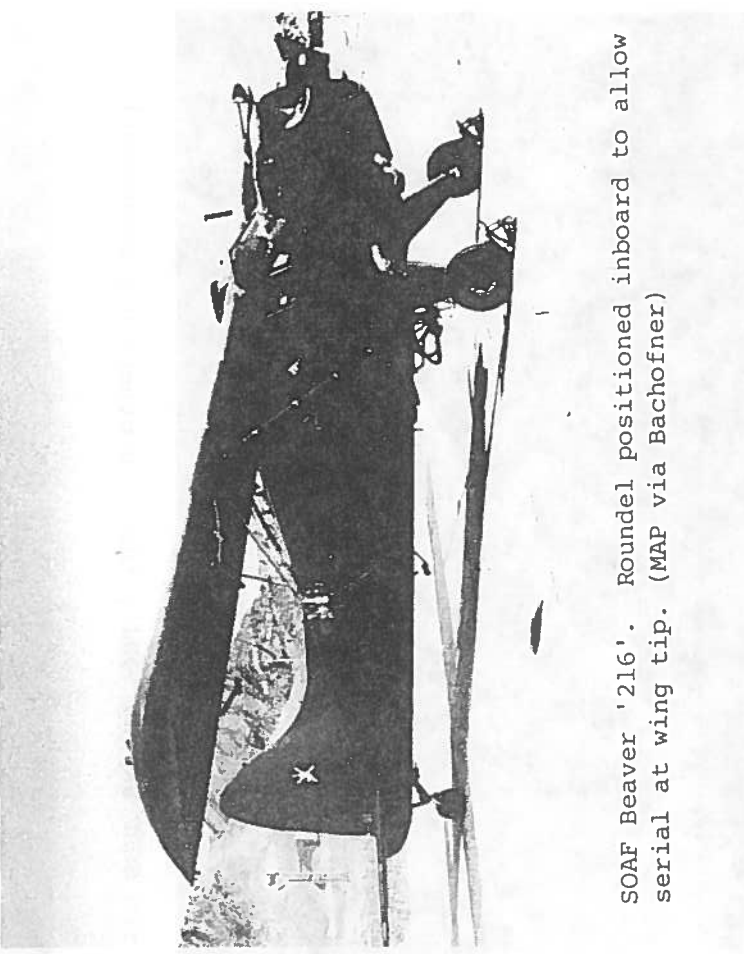
SOAF Islander '302'. (MAP via Bachofner)



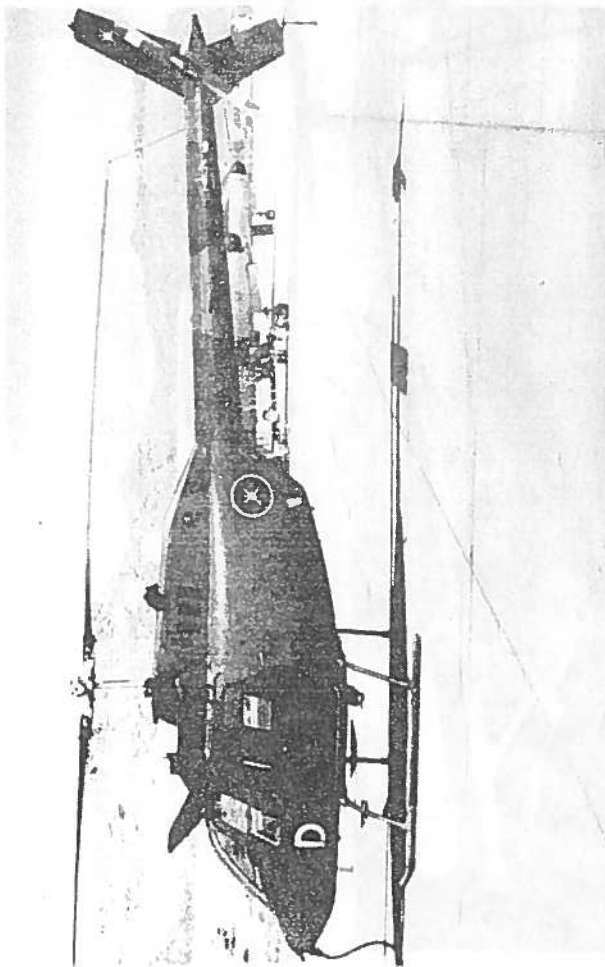
SOAF Caribou '801'. (MAP via Bachofner)



SOAF Beaver 'XR214' with serial repeated under wings. (MAP via Bachofner)



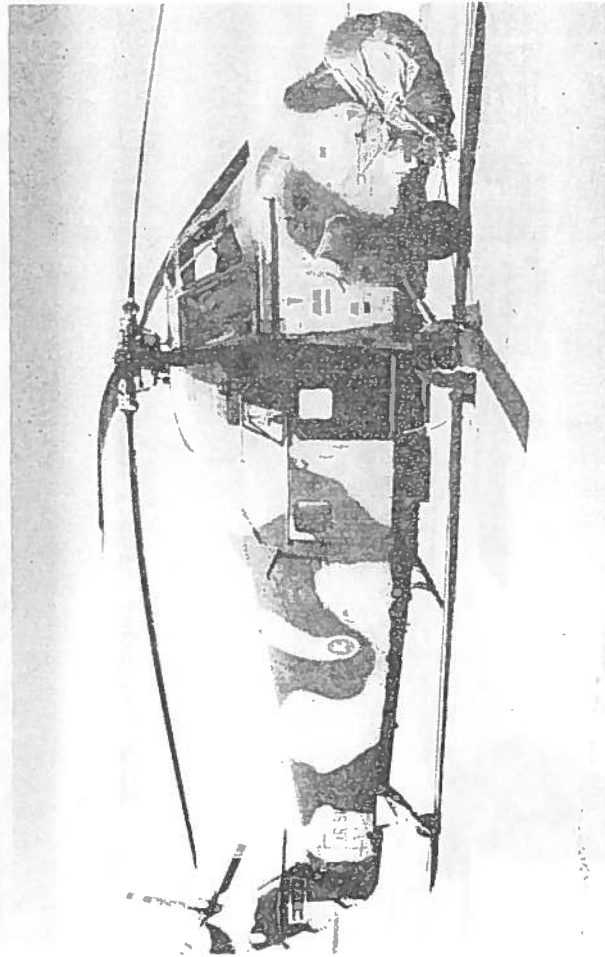
SOAF Beaver '216'. Roundel positioned inboard to allow serial at wing tip. (MAP via Bachofner)



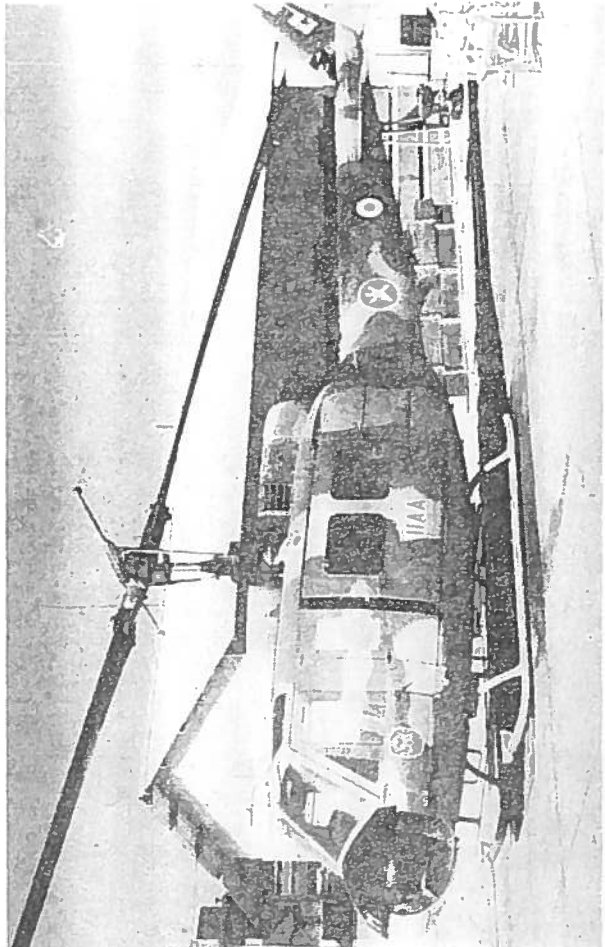
SOAF AB 206 '604'. (MAP via Bachofner)



SOAF Skyvan '904'. (Short Brothers via Bachofner)

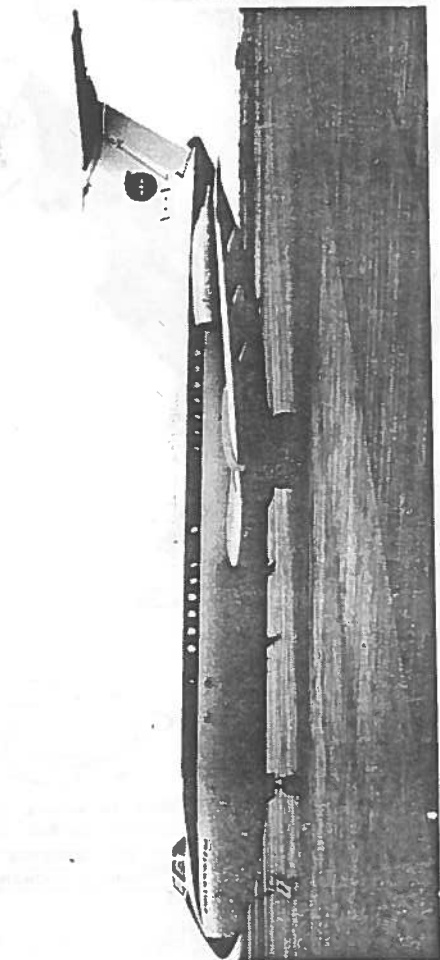


PAF Wessex 'XR511' with SOAF roundels. (MAP via Bachofner)

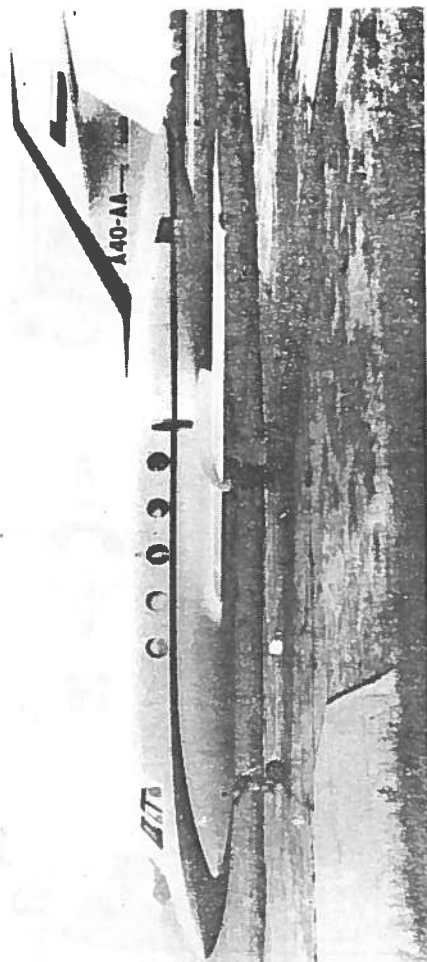


Imperial Iranian Air Force AB 205 with SOAF insignia. (MAP via Bachofner)

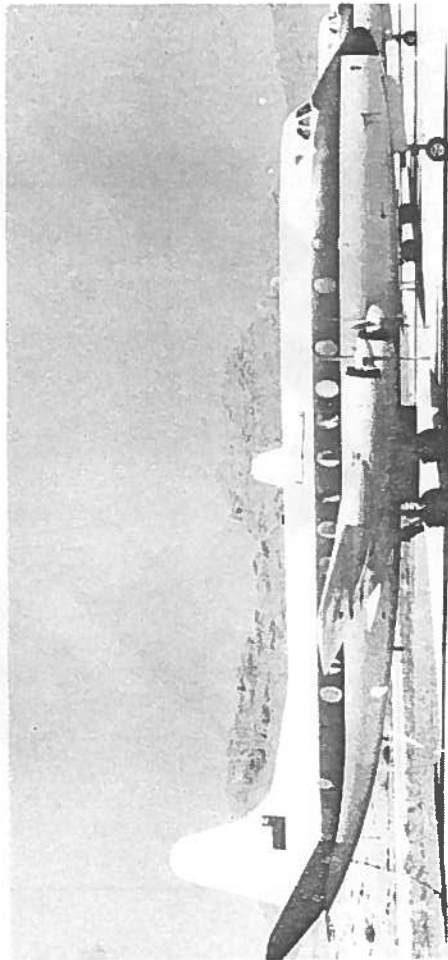




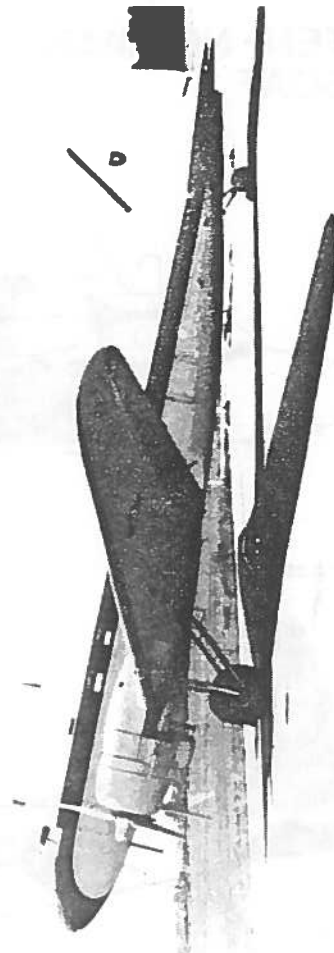
SOAF BAC 1-11 '1001' with new roundel on vertical tail. (MAP via Bachofner)



Omani Dassault Falcon 'A40-AA' with national flag on vertical tail. (MAP via Bachofner)

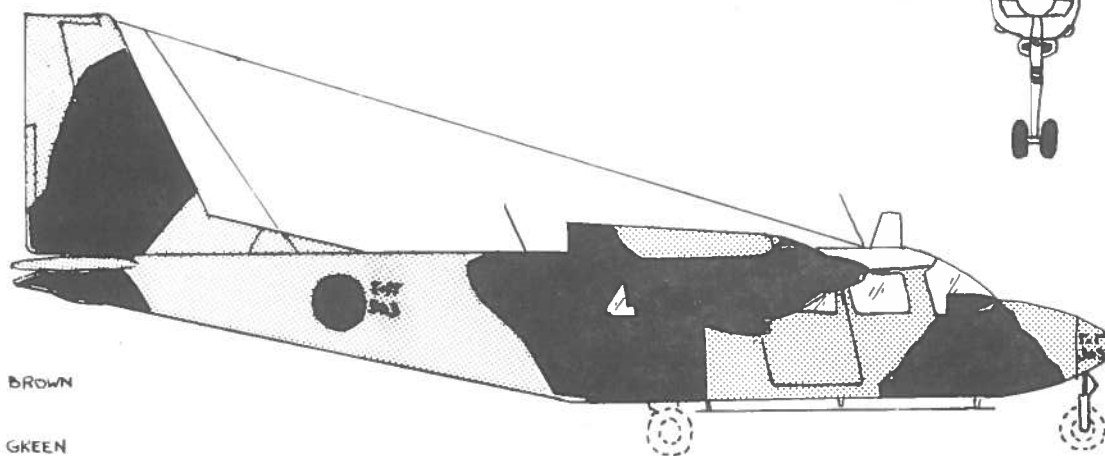
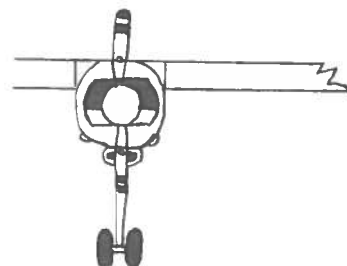
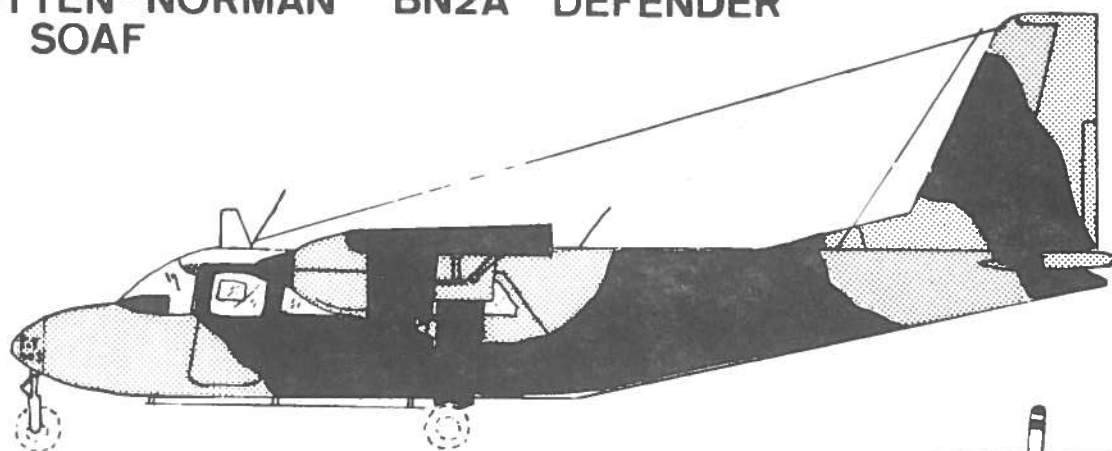


Omani Viscount '501' with national flag on vertical tail. (MAP via Bachofner)

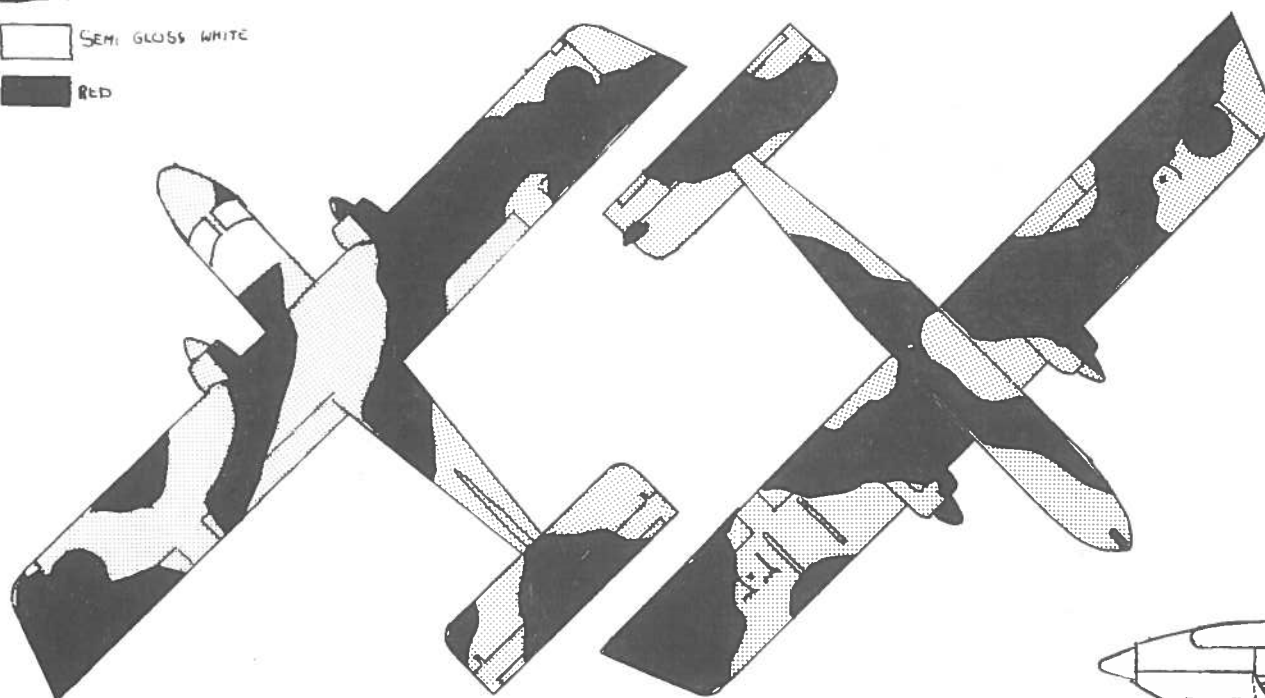


SOAF Dakota '502'. (MAP via Bachofner)

# BRITTEN-NORMAN BN2A DEFENDER SOAF



-  LIGHT BROWN
-  DARK GREEN
-  SEMI GLOSS WHITE
-  RED



300 hp engine cowling  
details (dotud 260 hp)

SARCH BRITTEN-NORMAN BN2A DEFENDER  
SOAF [F3] BACHOFNER SEPT 1975

# سلاح الجو لسلطنة عمان

## AIRCRAFT OF THE SOAF

REG:	ENG. REG:	FACTORY REG:	C/N:	F/F	D/D:	CIVIL REG:	REMARKS
<u>Hunting Provost T.52</u>							
	WV 476						
	WV 647						
	WV 452						
	XF 682						
	XF 683						
	XF 688						
	XF 907						
<u>S.A.L. Pioneer C.C.1</u>							
	XL 518						
	XL 554						
<u>D.H.C.-2 Beaver AL.1</u>							
213	XR 213						SEEN AT BOH 18-6-74 AS C-GDKA
214	XR 214						SEEN AT BOH 18-6-74 AS C-GDKA
215	XR 215						C-G???
216	XR 216						SEEN AT BOH 18-6-74 C-GGJKA
217							
<u>Douglas DC-3 Dakota</u>							
501							
502							
503							
<u>Vickers Viscount</u>							
501							SEEN AT BOH 31-1-76
502			436				SEEN AT BOH 31-1-76
503			423				BOLD TO ALIDAIR
504							NEVER DELIVERED CRASHED AT HURN
505							
506							
<u>D.H.C.-4 Caribou</u>							
801							
802							
803							
804							
805							
BAC	111						
1001			247	25/11/74	28/12/74		NEW REG: 551
1002			249	20/12/74	29/11/75		NEW REG: 552
1003			251		1/11/75		NEW REG: 553 - FIRST AC WITH FREIGHT DOOR - HEAVILY DAMAGED IN OXYGEN FIRE IN OMAN 22-11-75 WENT BACK BY CONTAINERBOAT "HAPPY RIDER" ARRIVED AT POOL CRUISE 14-5-76 TRANSFERRED TO HURN REPAIR

REG:	ENG. REG:	FACTORY REG:	C/N:	F/F	D/D:	CIVIL REG:	REMARKS
<u>SHORT Skyvan 3m</u>							
901							
902							
903							
904							
905							
906							
907			SH-1895		30/9/71		
908			SH-1896				
909			SH-1899		1 <sup>st</sup>		
910			SH-1900		5/7/72		
911	G-AXPT	G-14-39	SH-1867		27/7/74		
912	G-AXWU	G-14-76	SH-1866				
913		G-14-108	SH-1940	17/1/75	5/3/75		
914		G-14-109	SH-1941	19/2/75	9/4/75		
915		G-14-110	SH-1942		19/4/75		
916	G-BDET	G-14-111	SH-1943		1/7/75		
917		G-14-112	SH-1944				
<u>Britten Norman Defender</u>							
301	G-BCEK		400	12/7/74	12/8/74		
302	G-BCEL		401	11/7/74	2/9/74		
303	G-BCEM		406	18/7/74	9/10/74		
304	G-BCEM		416		21/12/74		
305	G-BCEM		414		10/1/75		
306	G-BCEM		415		29/1/75		
307	G-BCEM		417		14/3/75		
308	G-BCEM		418	24/4/74	12/4/75		

on 3-8-75 a defender crashed into the sea near Kuma, Marja, Oman 1 killed, 4 missing



# NOTES ON *SAFO* MISCELLANY

SAFCH members are undoubtedly more aware than the general public of the state of flux in which our planet finds itself. Changes in the world of aviation seem second only to the rapid changes within individual nations or even larger geographical or political areas.

In this respect, the "SAFO MISC." series was intended to be of historic significance, although contemporary applications were not ignored. For example, "MISC. I" (in the first issue of SAFO) was begun in 1972 after the change-over of the name of CEYLON to SRI LANKA. In this case, the flag and national aircraft insignie were apparently unaffected -- but what about the "C" prefix to the a/c numbers? All lettering involving "Ceylon" or "R. Cy. A.F." became invalid from May 1972.

"MISC. II" (in SAFO #2) dealt with the Union of Burma Air Force, a nation which changed its name to the SOCIALIST REPUBLIC OF THE UNION OF BURMA in January 1974 and revised its state flag and coat of arms. The a/c number prefix of "UB" apparently has been retained, but the U.B. A.F. ensign shown had the design in the canton changed to conform with the new national flag -- although the colors are still the same.

Such changes are even more evident in this issue's "MISC III", which shows the national markings in a form now supplanted by one utilizing all three of the national (flag) colors, not just two. As this Omani project was undertaken in the closing days of 1974, it was becoming obvious that more and more information on the S.O.A.F. was appearing in various publications. Therefore, the decision was made to limit the a/c types depicted to some of those "early birds" no longer active by 1975. Any subsequent alterations of insignia were similarly omitted.

At the time the S.O.A.F. was formed, the country was known as the SULTANATE OF MUSCAT AND OMAN (the former occasionally spelled "Masqat") and used an all-red flag, as it had for centuries. This accounts for the original aircraft insignie, a red disc with a white surround (as Janpan's), seen on Scottish Aviation Pioneers XL518 and XL554. The state arms (crossed swords, dagger and belt) appeared in red on a white shield with a scalloped top edge and was carried on the fin. Subsequently the arms were also placed, in white, onto the red discs in a variety of sizes and complexity, with and without the horizontal belt. The white fin shield was continued, for example, on camouflaged Provosts WV476 and XF907, while the colors were reversed on the shields for Provosts WV501 and WV678. This white-on-red was no doubt done as an attempt at uniformity, as the early Beavers (XR213 and XR214 later -216), being white, required that combination. Also against the white background, the white surround to the wing discs did not appear; when these Beavers were later camouflaged, there was no white border (for example XR213) which did appear on almost all other aircraft. By that time the

fin shield was repainted with a straight instead of scalloped top, although the size and presentation of the arms thereon still varied, as it did on the roundels.

Meanwhile, the present Sultan had overthrown his father in mid-1970, establishing the SULTANATE OF OMAN and a new flag which utilized the state arms and the colors green and white as well as the traditional red. The aircraft markings remained unchanged until recently (early 1975?) when a new roundel began to be seen, bearing the state arms with stylized wings based on the S.O.A.F. pilot's badge on a red disc, but with a green surround instead of white. So, in just two decades, even a small nation (or particularly, a small nation) such as Oman has seen some significant changes and variations in its aircraft (& other) markings.



(VARIATIONS EXIST)



"Refined" version seen on Skyvans, Islanders, etc.

A FOOTNOTE: In light of the above example, we might pause to ponder a few points on the plodding ponderousness of the popular (no, particular) press dealing with matters aviative and allied. As an example, why do some major aeronautical reference works, published in the latter part of 1977, illustrate national insignia for Sudan in the colors that were "overthrown" back in 1969 -- even when FLIGHT INTERNATIONAL showed a photo of the current Sudanese "Arab" markings in mid-1973? Why isn't the emblem of the People's Republic of the Congo, also in existence since 1969, shown in these works, instead of that of the former Republic? Why don't recent references even mention an air arm for the nation of Guinea-Bissau, when the NEW YORK TIMES has headlined a report "Soviet Gives Guinea-Bissau MIGs to Begin an Air Force", in 1975? (Does anyone even know the difference between the countries of Guinea, Equatorial Guinea/Spanish Guinea, Guinea-Bissau/Portuguese Guinea, Guyana/British, Dutch French Guiana, and Papua-New Guinea?) Why do authors seem to fear the Torch of Zaire (although photos widely publicized)? When will the "Dark Continent" be adequately illuminated?? Isn't anyone paying any attention?

Ted Koppel (SAFCH #118)

## THE SULTAN'S AIR FORCE (Continued from page 65.)

The Caribou, Beavers, and Viscounts have been withdrawn from service; the Beaver having been seen at Bournemouth with civil registrations.

The Omani Police Force operates 2 Pilatus Turbo-Porters and one Learjet 25B. A Royal Flight consists of 2 Swiss AS 202 Brovos, one AB 212 and 2 Bell 212 Helicopters.

Because of the strategic location of the Sultanate, there has been no lack of outside interest in her affairs. Great Britain has been assisting the SOAF since its very beginning.

During the height of the activities against the guerrillas, Iran helped by sending a battle group of some 1500 men equipped with 120 mm motars and recoilless guns,

and two squadrons of AB 205s were flown in to assist this group. These forces have now been withdrawn and the Sultan has announced that his forces have broken the back of the Dhofar dissidents.

During this same time a number of Westland Wessex helicopters were seen with Omani roundels and PAF serials.

The Sultan is trying to train his own people to take over the defence of their country. Airwork Ltd. is presently training Omani personnel in the technical fields. While few Omani are flying with the SOAF, many have attained a fairly advanced stage of proficiency. SOAF personnel are also being trained in Jordan, Saudi Arabia, and Egypt.

Fred Bachofner (SAFCH #15)

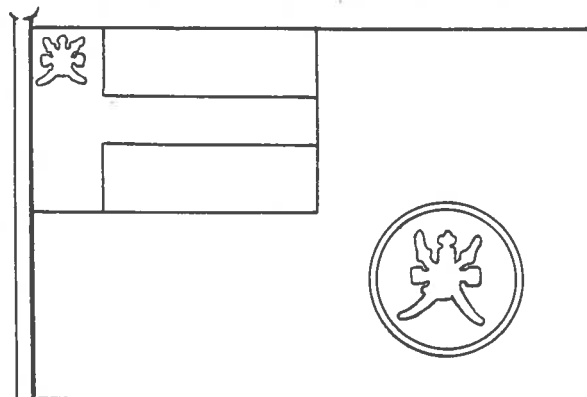


# SAFO MISCELLANY

**SULTAN OF  
OMAN'S AIR FORCE**  
Formed 1959

*Muscat and*  
**oman**

*Air Force of the Sultanate of Oman*  
[Al Quwwat Aljawiyya Alsultanat Oman]

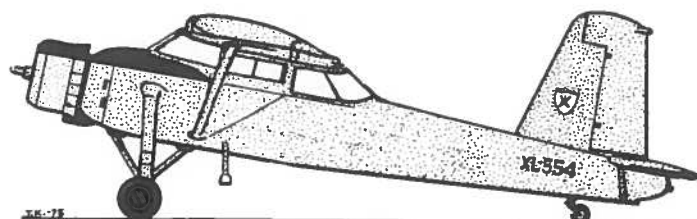


**S.O.A.F. Ensign**

Light blue with standard red & white roundel and national flag (vertical red stripe with white arms; horizontal stripes white, red, green).

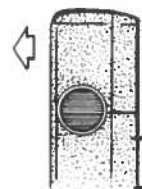


**NATIONAL ARMS OF  
Muscat and OMAN**  
White with red details.  
The varying depiction of the  
crossed swords, dagger and  
belt on aircraft (& other)  
insignia is evident. This  
basic design also exists  
in brass as a cap badge  
for the Sultan's Armed Forces.



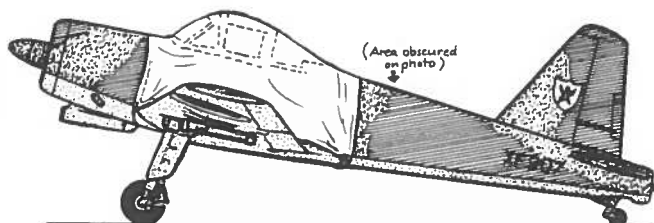
**Scottish Aviation PIONEER CC Mk 1**

ADEN, early 1959. Red disc on four wing positions. Red arms on white shield on fin.  
[Ref. AIR PICTORIAL 5/59 & 6/59, photo along with XL518] (Robertson, in AIRCRAFT MARKINGS OF THE  
WORLD 1912-1967, omits first insignia & states Pioneers white - unlikely in '59 as white surround  
and shield replaced.)



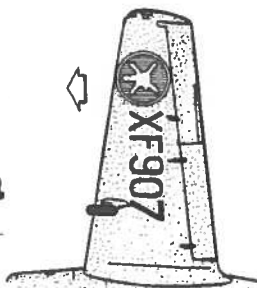
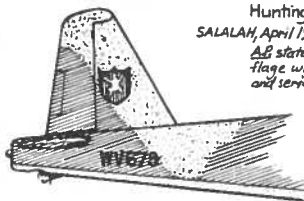
Starboard wing  
UPPER surface

**EARLY SOAF INSIGNIA**



**Hunting PROVOST T Mk52**

SALALAH, April 1966. [Ref. AIR PICT. 1/67, later, M.I. Aircraft Photo.]  
AG states armed Provosts had two-tone brown camouflage with silver undersides (hiding undersides only) and serials in R.A.F. style. (Robertson gives top colors as grey and green, as on XF682.) White at least two Provosts carried the white shield, others had the early form of the red shield (at left; ref. M.A.P.).



Port underside (permanent paint omitted in sketch for clarity.)

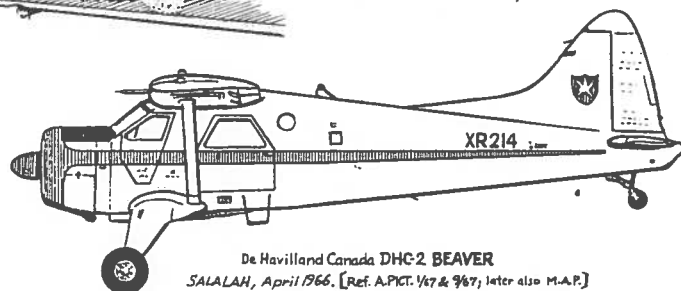


**PILOT'S BADGE**

Approx. 5 in (130 mm) width. White embroidery on black felt. The wings have black lines & the daggers have red details. Also exists in button or metallic thread emb. Aircrew half-wings reported in general R.A.F. style. [Badge courtesy A. Balch.]



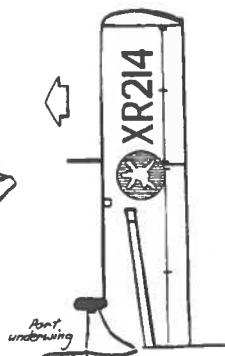
(Due to hand manufacture, details may often vary - as shown at left - from one badge to another.)



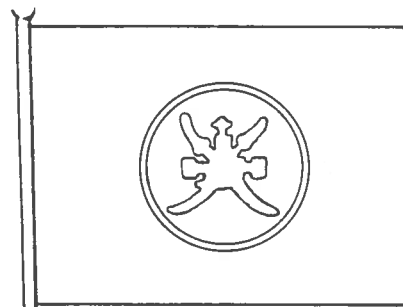
**De Havilland Canada DHC-2 BEAVER**

SALALAH, April 1966. [Ref. A.P.I.C.T. 1/67 & 2/67, later also M.A.P.]  
All white with red trim. Black serial and anti-glare panel. Red (?) spinner; black prop with yellow tips. No markings on wing upper surfaces (?).

**OTHER BEAVER DETAILS ON THE NEXT PAGE**



Port underside



**CHIEF of AIR STAFF (Personal Flag)**  
Light blue with red/white insignia. [Info on both flags based on material from the Flag Research Center.]

**Ted Koppel/SAFO**

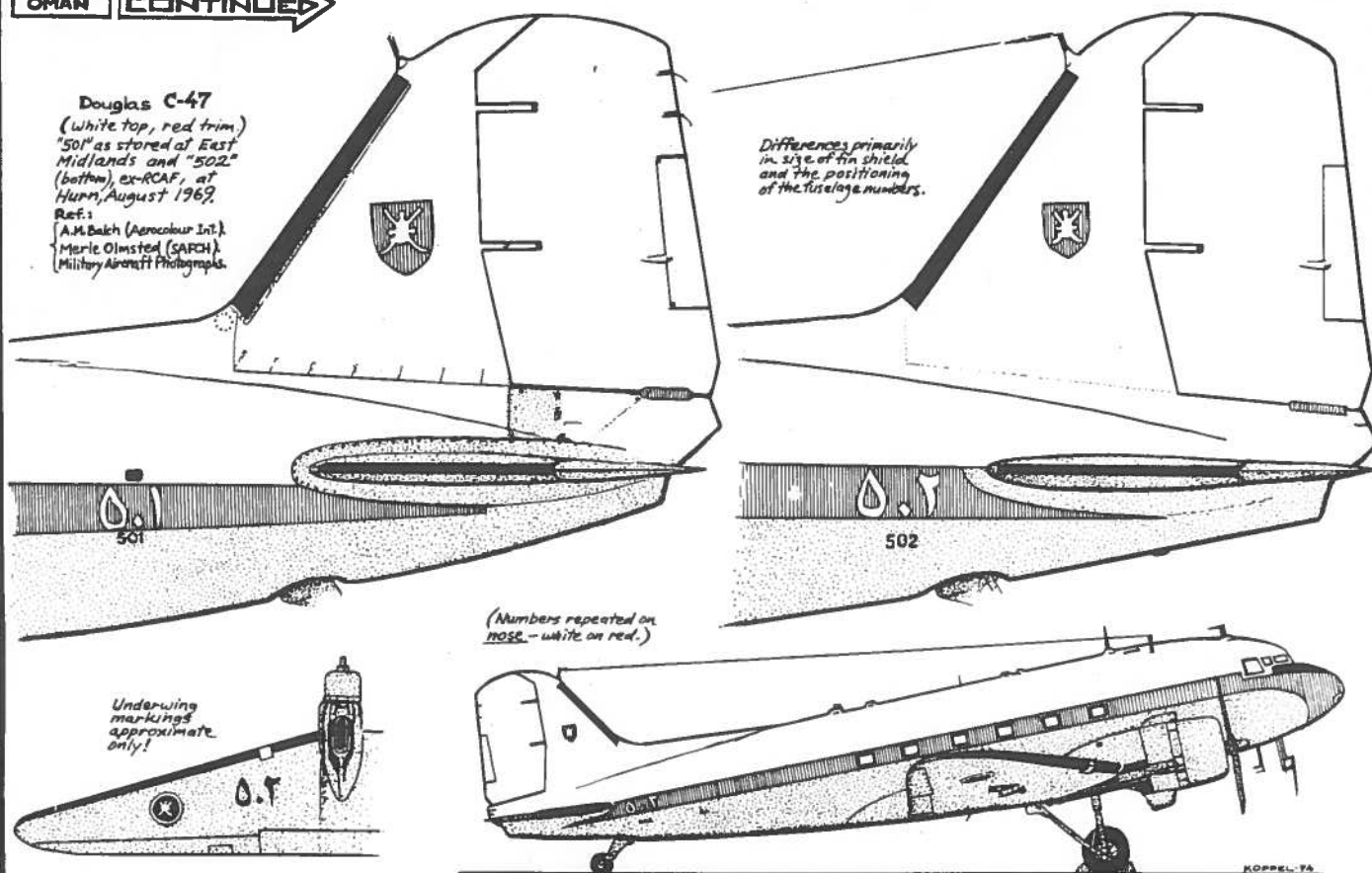
See also the "NOTES ON SAFO MISCELLANY," elsewhere.

**CONTINUED**

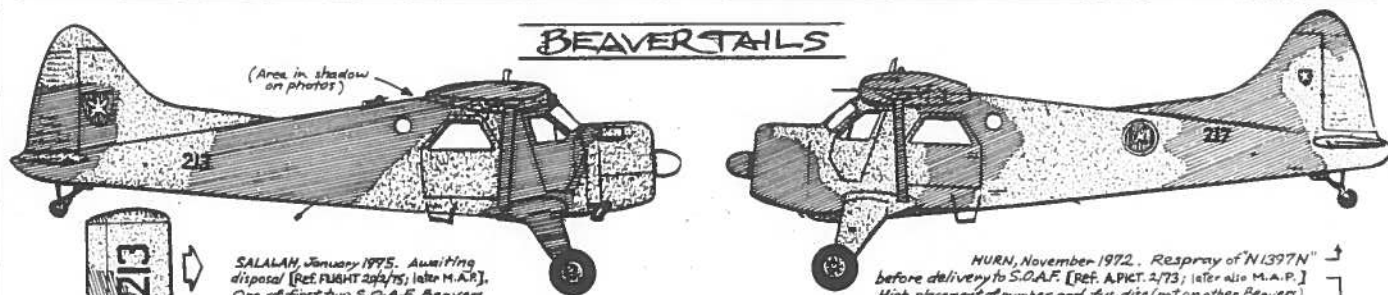
# TAILS of the GOONEY-BIRD (1)

Douglas C-47  
(white top, red trim)  
"501" as stored at East  
Midlands and "502"  
(bottom), ex-RCAF, at  
Hurn, August 1962.  
Ref.:  
A.M. Bakh (Aerocolor Int.).  
Merle Olmsted (SAFCH).  
Military Aircraft Photographs.

Differences primarily  
in size of fin shield,  
and the positioning  
of the fuselage numbers.



## BEAVER TAILS



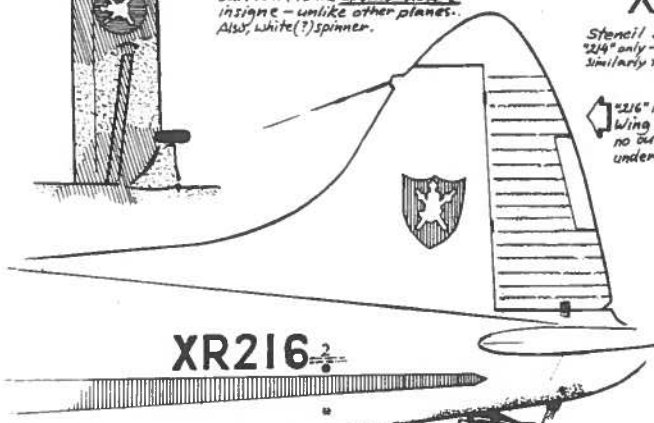
SALAKAH, January 1975. Awaiting disposal [Ref. FURHT 292/75; later M.A.P.]. One of first two S.O.A.F. Beavers repainted from red/white finish. (Starboard underwing, approximated at left, shows no white surround to the upside-down insignia - unlike other planes. Also, white(?) spinner.

HURN, November 1972. Respray of N1397N before delivery to S.O.A.F. [Ref. A.P.I.C.T. 2/73; later also M.A.P.]. High placement of number and fus. disc (not on other Beavers). Shield also not as large as on others. Arms on disc seem smaller than on shield; most later aircraft had emblem more detailed & larger, almost touching edges. (White surround to wing roundels.)

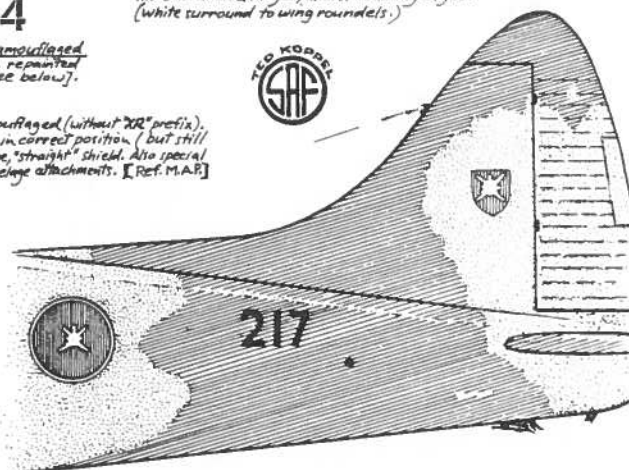
## XR214

Stencil style on camouflaged "214" only - otherwise repainted similarly to "216" [see below].

"216" later camouflaged (without XR prefix). Wing roundels in correct position (but still no outline); large "straight" shield. Also special underwing & finelage attachments. [Ref. M.A.P.]



XR216



217

# desert jaguars

## JAGUAR INTERNATIONAL IN OMAN

The Sultanate of Oman, situated at the easterly corner of the Arabian peninsula and having a seaboard of almost 1000 miles in length, has over a period of 19 years built up a formidable air force. The contract for Oman's latest a/c acquisition, the Jaguar International, was signed in August 1974 with deliveries taking place between March 1977 and May 1978.

Deliveries of the Jaguar International to the Sultan of Oman's Air Force commenced with the visit on March 4th 1977 of His Highness Sayyid Faher bin Taimur, Deputy Minister of Defence, to BAC Warton to accept officially the first two a/c on behalf of His Majesty the Sultan of Oman.

At 0600 hours on Monday 7th March 1977, the first two Jaguar Internationals destined for service with the Sultan's air force - a two seat trainer (s/n 201) and a single seat a/c (s/n 202) - took off from BAC Warton airfield on the first stage of their 4000 mile journey to Oman.

Throughout the flight these a/c were supported by an SOAF BAC One-Eleven which carried the ground crew required to perform the routine checks and assist with the refuelling en route. On this trip the two seat Jaguar was flown for much of the time by Air Commodore Erik P. Bennett, Commander of Oman's Air Force. These first exported Jaguar Internationals, which arrived at their new base at Thumrait in Oman, were the most powerful and sophisticated variants available to any air force.

Deliveries of the first batch of twelve Jaguar Internationals were completed with little delay in September 1977. It has been enthusiastically confirmed that Jaguars operating in Oman in both the ground attack and air defence roles have taken to the desert environment with little or no trouble and the Sultanate is highly pleased with the aircrafts performance, versatility, serviceability and maintainability.

The major factors contributing to the very high level of serviceability have been the excellent technical facilities and the high level of technical training given by British Aerospace through Airwork services in Oman. The high proportion of design effort which contributed to maintainability aspects of the Jaguar has proved beneficial to servicing operations in the desert.

Jaguar International is now fulfilling an important air defence role in the Sultan of Oman's Air Force. This combined with its low-level ground attack capability, makes it a formidable deterrent to any potential aggressor.

The design configuration and equipment fit of the Jaguar International are fully in accordance with modern tactical operational concepts. These recognise that a major proportion of the tasks which have to be undertaken by a tactical air force are offensive in character. The Jaguar International therefore has been optimised for the roles of counter air operations, interdiction, tactical close support, reconnaissance. Notwithstanding optimisation for maximum effectiveness in these roles, the inherent speed, acceleration, manoeuvrability and handling characteristics necessary for flexibility in such operations provide Jaguar with a most secondary air-to-air combat capability. This is further enhanced by a 27% increase in power in the combat area, given by the up-rated Adour Mk 804 powerplants.

"I would like to ask if anyone has information on the following: (a) The code numbers applied to the Avro Ansons and Fairey Gordons while in Egyptian service. (b) Details of the codes and markings of the Iranian DH Moths during 1938-42. And, (c) markings of Mongolian a/c during 1936-1945." Bob Massey (SAFCH #363), 108 Worrall Ave., Arnold, Nottingham, England.

Jaguar International can carry a total store load of 10,000 lb (4500 kg) with full internal fuel. Stores are carried on five external stations with the additional use of two overwing pylons for air-to-air missiles. Two 30 mm cannon are permanently mounted in the fuselage with 150 rounds each. Typical stores include:

Free-fall and retarded bombs	Cluster weapons
Rocket launchers	Practice bombs & rockets
Air-to-air missiles	Air-to-surface missiles
Flares	Reconnaissance pack
1200 litre fuel tanks	Anti-shipping missiles

On attack missions with a constant military load, Jaguar International is capable of the following radii of action:

Mission	Internal Fuel	External Fuel
Lo-Lo-Lo	535 km	915 km
Hi-Lo-Hi	850 km	1410 km

## MODELLING THE JAGUAR

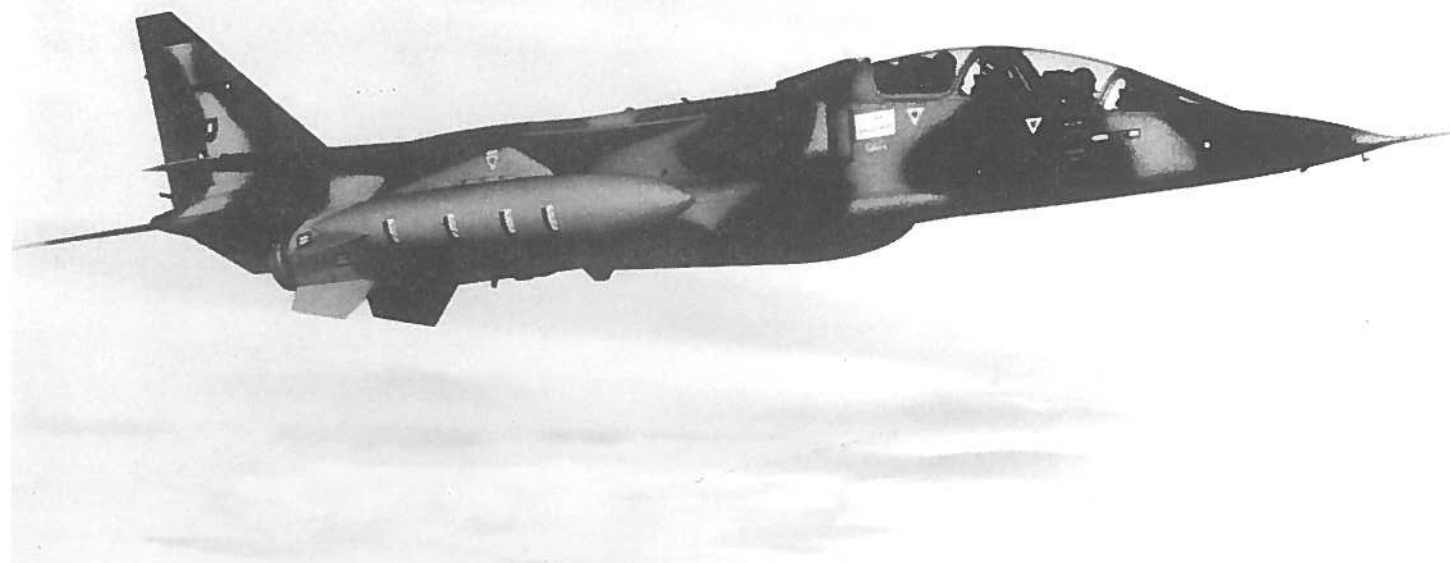
Four 1/72-scale kits are available for use as "exported" Jaguars, two depicting the single seat strike variant and two for the two seat trainer a/c. Both Airfix (revised) and Matchbox issue kits of the GR.1 version as configured for Royal Air Force useage having both the distinctive "chin" nose which houses the laser ranging equipment and the "passive" ECM housing on the fin. As the single seat Jaguar International is externally identical to the GR.1 little modification is required to either kit. On the Matchbox version, it is necessary to remove the splitter blade forward of the engine intakes as these were only fitted to early development a/c. It is also necessary to point out that the Matchbox kit is slightly below 1/72 scale and does require considerable filling and sanding to produce a more presentable model. The Airfix kit, on the other hand, despite being much more expensive builds up into a very neat replica of the 1/1 article.

Frog/Novo and Heller issue kits of the Jaguar with optional parts for the two seat trainer version. The single seat version in both these kits are suitable only for either Jaguars of 'Armee de l'Air or pre-production development a/c. The Heller kit is certainly the finer example though necessitating greater care in construction. The author feels, however, that the undercarriage spoils the appearance of the completed kit. The wheels are certainly too large and the nose leg too bulky. Although it may be considered an expensive remedy, replacing the entire undercarriage with a set from the Airfix kit will restore that "authentic" look to the model.

You will see from the drawings which follow, the camouflage pattern for both variants is essentially the same. National insignia is only displayed on the fin of Oman's Jaguars. Being the first a/c to bear the new camouflage colours in wrap-round Light Stone and Dark Earth, your model of the Jaguar International will stand out in any collection of modern combat a/c.

John Dewar (SAFCH #163)

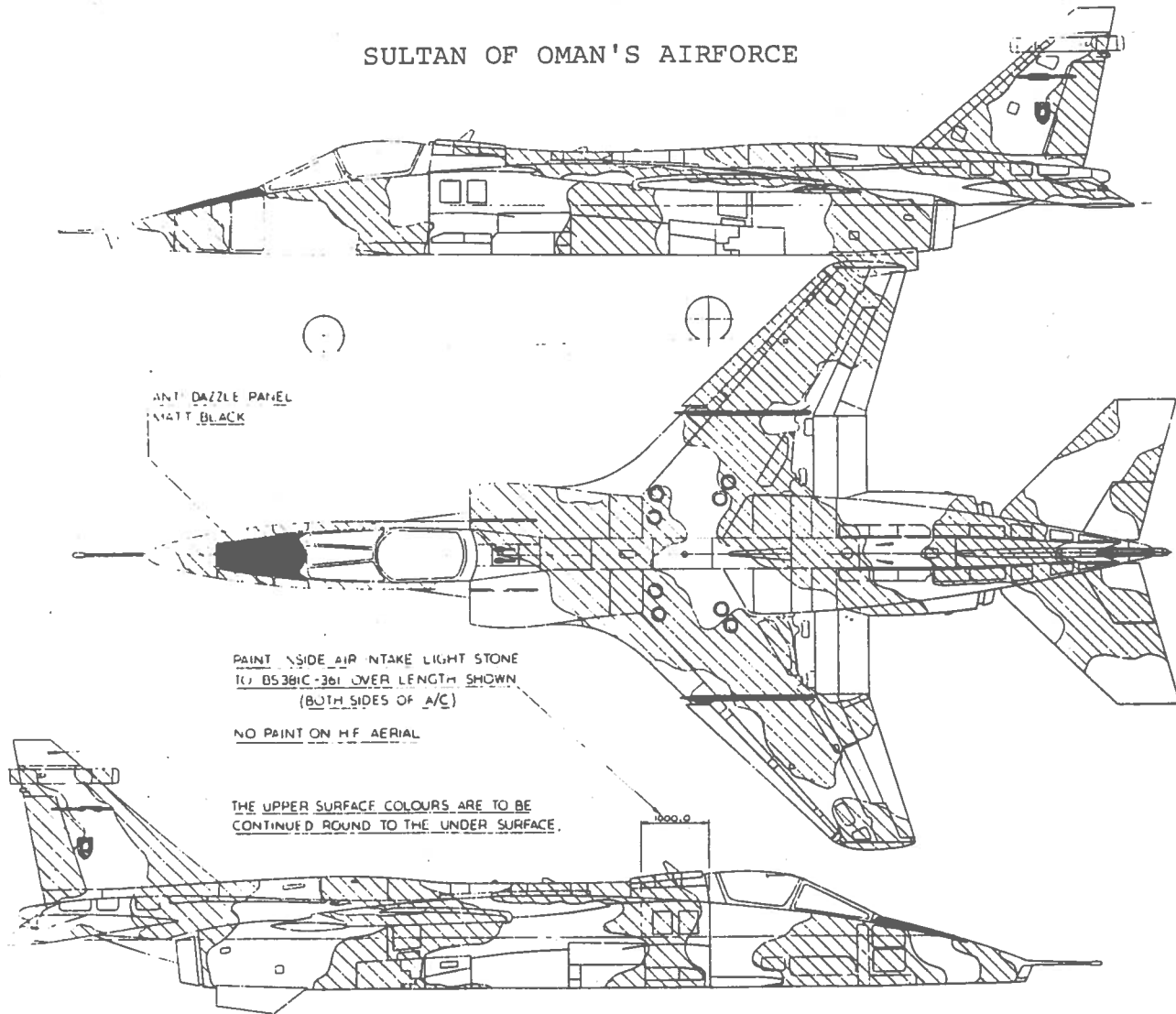
"Do you know where I can secure a copy of Robert Jackson's THE ISRAELI AIR FORCE STORY? I am desperate to obtain one. Also, do you know of any source of Philippine Air Force decals (besides Microscale, Airmodel, ESCI, & Airfix)?" Henry Uytengsu (SAFCH #262), 4299 West 29th Ave., Vancouver, B.C. V6S 1V8 Canada.



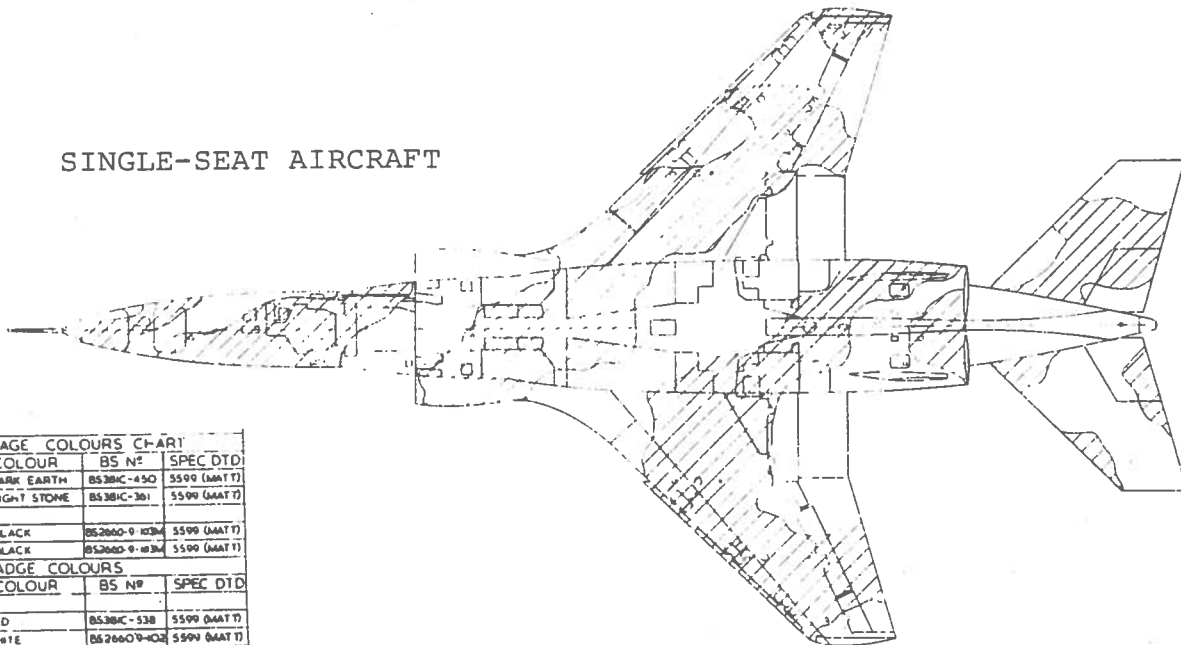
Sultan of Oman's Air Force Jaguar International Trainer (British Aerospace via Little).

# JAGUAR INTERNATIONAL

## SULTAN OF OMAN'S AIRFORCE



## SINGLE-SEAT AIRCRAFT

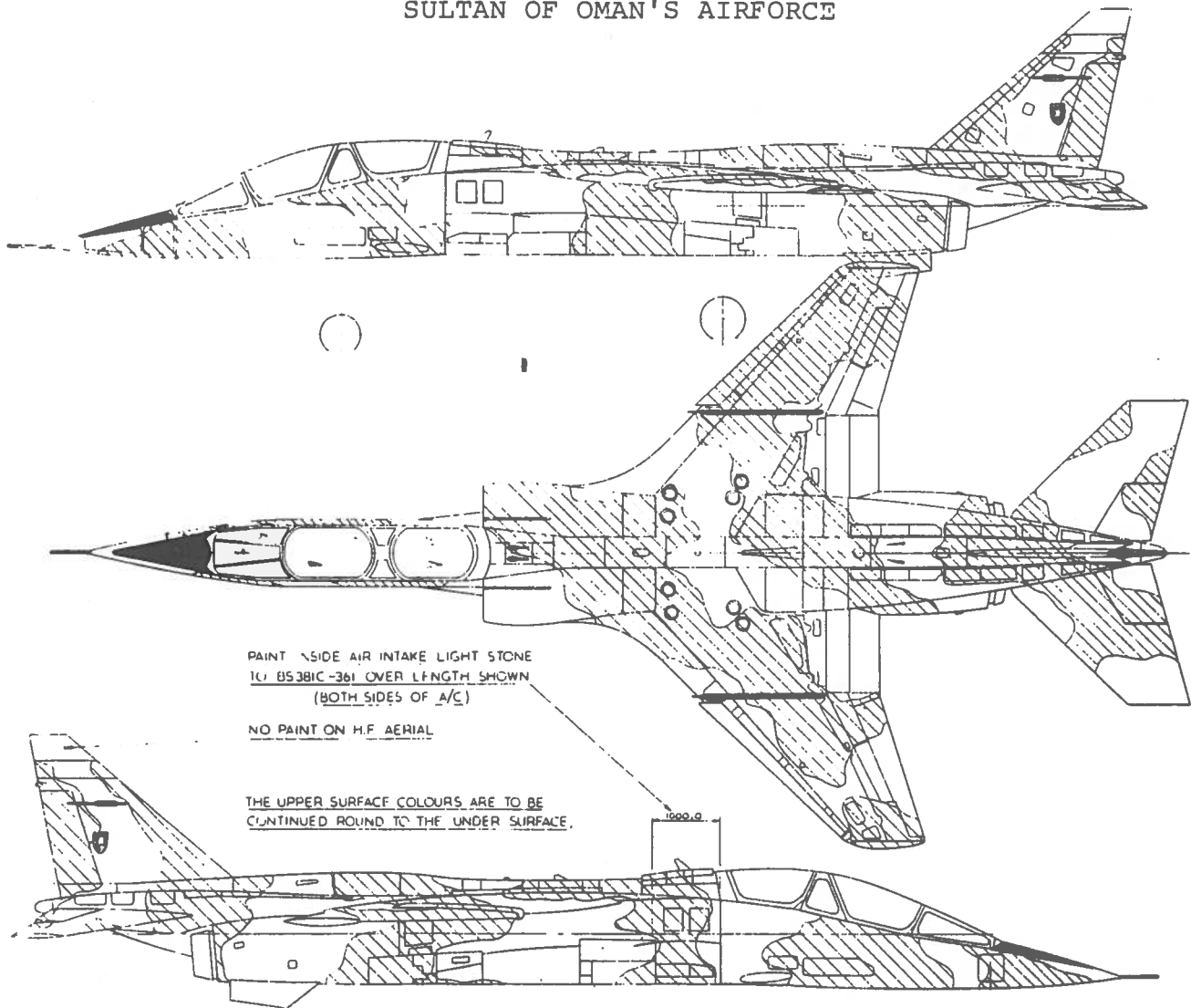


CAMOUFLAGE COLOURS CHART			
CODE	COLOUR	BS N°	SPEC DTD
	DARK EARTH	BS381C-450	5599 (MATT)
	LIGHT STONE	BS381C-361	5599 (MATT)
	BLACK	BS2060-0-1034	5599 (MATT)
	BLACK	BS2060-0-1034	5599 (MATT)
FIN BADGE COLOURS			
CODE	COLOUR	BS N°	SPEC DTD
	RED	BS381C-538	5599 (MATT)
	WHITE	BS2060-0-1034	5599 (MATT)
	GOLDEN YELLOW	BS381C-356	5599 (MATT)

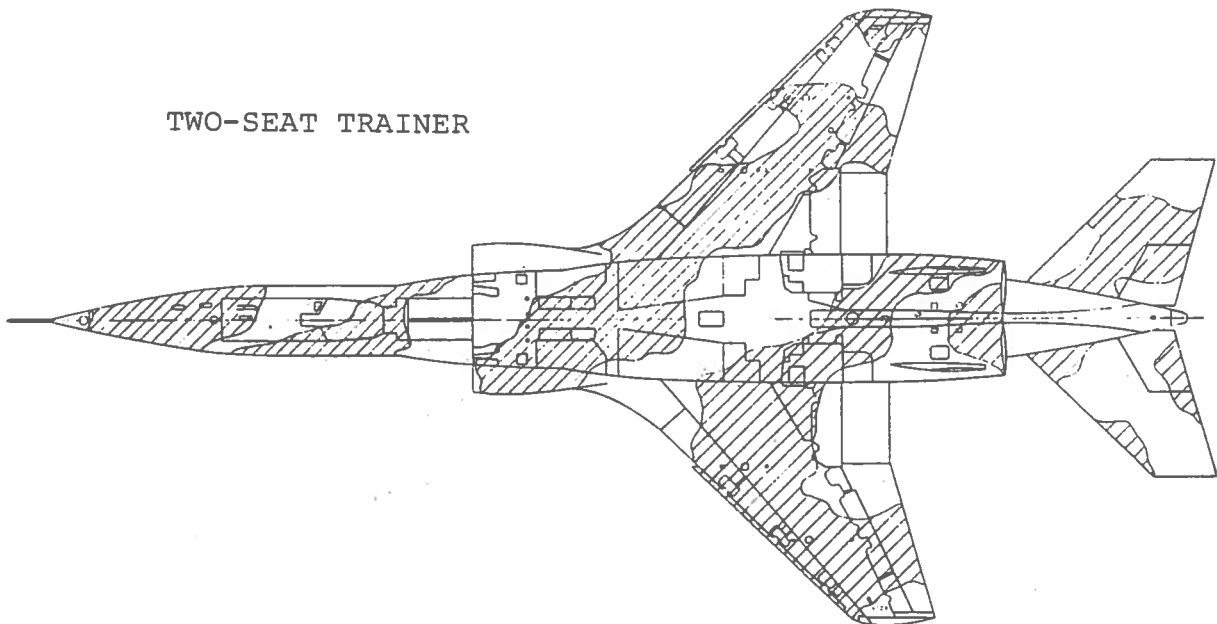


JAGUAR INTERNATIONAL

SULTAN OF OMAN'S AIRFORCE



TWO-SEAT TRAINER



# U.S. MILITARY AIRCRAFT DESIGNATIONS AND SERIALS SINCE 1909.

When this reviewer was growing up in the 1930s there were few accurate publications on aviation. The "pulp" such as WARBIRDS and G-8 AND HIS BATTLE ACES, now viewed with such nostalgia, were pure fiction. The magazine FLYING ACES was a step up in quality, with POPULAR AVIATION on a still higher level. Yet when these old magazines are read today, one is appalled by the wild inaccuracies therein. AERO DIGEST and AVIATION, were much better, and the latter is still with us as AVIATION WEEK. However, there was no reliable information on military aircraft in a compiled form until the appearance of the famous Fahey books in the early 1940s. Even though there are a few errors in them, these little softcover jewels were the best thing to happen to the enthusiast. The major defect in these books was the lack of serial number information (which would have been classified information in those days). The book under review here supplies this serial number information and carries the Fahey-type book to its ultimate level.

It is interesting that oftentimes the best book on a specific aviation subject is written by a foreign national. Examples of this are THE ZEPPLIN IN COMBAT by Douglas Robinson, an American, and the best thing written about the U.S. 8th Air Force, THE MIGHTY EIGHT, by an Englishman, Roger Freeman. John Andrade, another Englishman, has added to this list with the current volume.

The volume, available in hardcover or softcover, consists of 252 pages. The introductory section covers the designation systems of all U.S. military services, lists manufacturer's codes, interservice transfers and non-standard designations. There are four major sections, with Part I covering undesignated aircraft of the WWI era, 1909 to 1919, plus foreign and captured machines. Part II lists Army, Air Force, and the current tri-service system, from 1909 to date. Part III covers U.S. Navy, Marine, and Coast Guard aircraft from 1919 to 1962, when the present tri-service system went into effect. Part IV lists miscellaneous undesignated aircraft, such as balloons, airships, etc. Omitted from this chapter, and from the book, is any reference to U.S. Army airships, which is hoped, might be corrected in future volumes.

There is an impressive number of appendices covering such subjects as missiles, electronic equipment, powerplants, U.S. types in British and Russian service, buzz numbers, aircraft names, NASA, captured aircraft, USN squadrons, and even those machines used by the U.S. Mail Service in the 1920s.

There are errors, of course, such as listing Air Force Technical Order 4281-1-14 as 4281-1-14 (which may be a typo). A few others were noted, and there are undoubtedly others this reviewer did not detect. However, these are insignificant when balanced against the incredible amount of information packed into this little volume.

This book is not for the model builder or the picture book fan. There are no color drawings, and only four photos, used to illustrate section headings. It is meant to be a ready reference covering U.S. military types over a span of 60 years, and it achieves this admirably. It should be in the library of anyone with any interest in U.S. military aircraft.

Published by Midland Counties Publications, 24 the Hollow, East Shilton, Leicester, LE9 7NA, England.

Merle Olmsted (SAFCH #35)

SAMOLOT MYSLEWSKI SPITFIRE Mk I-V, by Chołoniewski; 1" by 24 cm, 20 pages, 17 photos, 14 side views, one 1-page color 5-view. Number 58 in the Polish Profile Series (Typy Broni Uzbrojenia). SAFCH member Kris Chołoniewski has collected all available information on the early mark Spitfires in service with the Polish Air Force. While the text is in Polish, the tables and drawings are self-explanatory and if you know what such terms as "Cyrk Skalskiego" mean you'll be able to get a lot out of the text even if you're not fluent in Polish.

All the photos and drawings are of a/c with the Polish Squadrons. The drawings by Adam Jonca are outstanding and include a 5 view of Zumbach's Mk Vb RF-D with the Donald Duck insignia (as found in the Airfix kit) and side views of RF-M, RF-J, RF-R, RF-K & RF-A of 303 Sqn.; WX-T, WX-C & WX-R of 302 Sqn.; SZ-X (Heller kit) & SZ-S of 316 Sqn., ZF-N of 308 Sqn., JH-Y of 317 Sqn., PK-K of 315 Sqn., and J-AK the a/c flown by Canadian J.A. Kent while he was commander of the 1st Polish Fighter Wing. All these a/c are Mk Vb's and carry green & grey camouflage except for RF-R, RF-J, & PK-K which are Mk IIa's and are in the green & brown scheme.

The author is currently working on a follow-on monograph about the later model Spitfires in Polish service.

Thanks to the author, this book is available to SAFCH members from the SAFCH editorial office for US \$2.00 including postage.

LATIN AMERICAN DECALS. The SAFCH is proud to announce a new line of decals from Mexico. LGR-DECALS are produced by SAFCH member Roberto Vargas Cruz and while the first few sheets are for Mexican a/c, the list of future releases includes many sheets for other Latin American air forces. The first sheet is for a Mexican Air Force B-25J. This a/c was featured on the cover of the AIRCAM book on the Mitchel, but the drawing there had many inaccuracies. These are corrected on the excellent, multilingual instruction sheet. The decals, of excellent quality and well printed, include 6 national insignia and rudder stripes, all necessary lettering (FUERZA AEREA MEXICANA) and numbering (BMM 3563), and exquisite unit and personal insignia. The second sheet (as good as the first) is for a Mexican Navy HU-16B Albatros and includes 4 national insignia, all necessary lettering (ARMADA DE MEXICO) and codes (MP-102), propeller warning stripes (with lettering "Peligro"), and the thin blue trim stripes which would be so hard to paint. This new series of decals is highly recommended and it is hoped that all modeling members of the SAFCH will support this effort by purchasing these decals from the SAFCH. Anyone wishing to encourage Roberto directly should write to: LGR-DECALS, Apartado Postal 21-921, Mexico 21, D.F.

## LGR-DECALS PROGRAM FOR 1979-1981:

1. North American B-25J - Mexico.
2. Grumman Albatros - Mexico.
3. PBV-5A Catalina - Mexico.
- \*4. North American AT-6 (2 versions) - Mexico.
5. North American P-51 & T-33 - Uruguay.
- \*6. Douglas A-24 Dauntless (2 versions) - Mexico.
- \*7. North American T-28A (2 versions) - Mexico.
8. Douglas A-4B (2 versions) - Argentina.
9. Hawker Hunter (2 versions) - Chile.
- \*10. Douglas DC-3/C-47 (2 versions) - Mexico.
11. Beechcraft Mentor & Stearman PT-17 - Mexico.
- \*12. Republic P-47D (2 versions) - Mexico.
13. DH Vampire III & XI - Mexico.
- \*14. Vought Kingfisher (2 versions) - Mexico.
- Beechcraft AT-11 (2 versions) - Mexico.
16. Bristol F-2b (2 versions) - Mexico.
17. DH-4 (2 versions) - Mexico.
- \*18. Lockheed T-33A (2 versions) - Mexico.
19. Venezuela.
20. Columbia.
21. Brazil.
22. Costa Rica.
23. Peru.
24. Uruguay.
25. T-33 & DC-3 - Chile.
26. C-47 & Cessna - Guatemala.
27. Bolivia.
28. Nicaragua.
29. Douglas DC-4 - Mexico.
30. Douglas DC-6 - Mexico.
- +31. Boeing 727-100 & -200 MEXICANA.
- +32. Douglas DC-9 AEROMEXICO.

\* 1/72 & 1/48, +1/144

"Information wanted on camouflage schemes and interior colors for: F-16 Belgium & Israel, F-15 Israel, Saudia Arabia & Japan; C-47 Israel, Sweden & Belgium; F-5E Jordan, Taiwan & Brazil; F-100 Denmark & Taiwan; F-4 Turkey, Israel, Japan & S. Korea; Mirage F.1 Kuwait; MiG-21 N. Korea, Sudan & Somalia; MiG-23 Egypt, Syria, Libya & Cuba." Michael Cicala, 817 Parker St., Newark, NJ 07104.

# EARLIER SOVIET AIRCRAFT IN FOREIGN SERVICE

## Progress Report #1

In the quarter-century from the beginning of Soviet aircraft manufacture to the immediate postwar years before the Jet Age, about 40 different types of Soviet aircraft were used by other nations. Half of these were World War 2 types that were exported to the new satellite countries just after the war ended.

The list here does not include aircraft captured by a foreign country and merely tested, but it does include those put to good use, not necessarily in combat. There are also several types from the Russian Empire that found their way into foreign service.

The arrangement of this list is completely alphabetical, according to the name of the designer.

Future Progress Reports will attempt to correct mistakes and omissions in the present list (the list for civil Po-2's, for example, looks suspiciously short) and may offer some color schemes. However, there is no need to repeat color schemes that are already well known, such as those for Yaks and Lavochkins. Your help in these matters is desired!

Anatra DS. The "Anasal" was used by the air force of: Czechoslovakia.

R-1. Aviakhim's copy of the D.H.9a flew with the air forces of: Afghanistan, China(Kuomintang), Mongolia.

U-1. The Aviakhim organization also copied the Avro 504. The "Avrushka" was used in: China(by various warlords; and by the Kuomintang-Communist coalition).

Be-2 (MBR-2). Beriev's flying boat was used by the air force of: Finland.

M-5. A World War 1 flying boat by Grigorovich that was used by the air force of: Finland.

M-9. The most numerous of Grigorovich's flying boats served with: Finland, Great Britain (in Russia, 1918).

M-15. Like the other M-boats, the M-15 was built in the Shchetinin factory at Petrograd. It flew with the air force of: Finland.

M-16. The M-16 served with: Finland.

DB-3. This bomber served with the air force of: Finland.

Il-2. The famous "Shturmovik" served with: Bulgaria, China(PRC), Czechoslovakia, Poland, Yugoslavia.

Il-2U. The training version was used by the air forces of: Czechoslovakia, Poland, Yugoslavia.

Il-4 (DB-3F). This modified DB-3 saw service in the air forces of: China(PRC), Finland, Poland, Yugoslavia.

Il-10. A development of the Il-2 that flew in: Bulgaria, China(PRC), Czechoslovakia, Hungary, North Korea, Poland, Romania, Yugoslavia. Production was undertaken in: Czechoslovakia.

Il-10U. A training variant of the above that served with: Czechoslovakia, Poland. It was built in: Czechoslovakia.

F.13. This famous Junkers passenger and utility aircraft was manufactured in the Moscow suburb of Fili. It served in: China(with various warlords; and with the Kuomintang-Communist coalition), Mongolia.

R-2. Also built at Fili, this reconnaissance aircraft served with the air forces of: Afghanistan, Turkey.

K-5. Kalinin's most successful passenger plane was used by: Mongolia.

LaGG-3. Examples of this fighter served with the air force of: Finland.

La-5. The La-5 (and La-5FN version) flew

with the air force of: Czechoslovakia.

La-5UTI (UTLa-5). This fighter-trainer variant served with: Czechoslovakia.

La-7. This fighter served with the air forces of: Czechoslovakia, Romania.\*

La-9. This development of the Lavochkin line saw postwar service with: China(PRC), Romania.

La-11. Last of the piston-powered series, this aircraft served with: China(PRC), North Korea.

Li-2. Military users of the license-built C-47 (DC-3) include: Albania, Bulgaria, China (PRC), Czechoslovakia, Hungary, North Korea, Mongolia, Poland, Romania, (North) Vietnam. Commercial operation in: China(PRC), Czechoslovakia, Poland.

Pe-2. This multi-role, twin-engined plane served with the air forces of: Bulgaria, China (PRC), Czechoslovakia, Finland, Poland.

Po-2 (U-2). This utility biplane had a 26-year production run, yielding about 40 000 examples. Military users included the air forces of: Albania, Bulgaria, China(PRC), Czechoslovakia, Finland, Germany(3rd Reich), Germany(DDR), Hungary, North Korea, Mongolia, Poland, Romania. Civil operators included: China(PRC), Hungary, Poland.

R-5. Polikarpov's large observation biplane served with the air forces of: China(the Red Army, at Yen'an after the Long March), Mongolia, Spain (Republicans).

R-2. This more powerful development of the R-5 was used by: Spain(Republicans), Spain(Nationalist).

I-15. The first version of the I-15 series served with the air forces of: China(Nationalist), Spain(Republicans), Spain(Nationalists).

I-152 (I-15bis). The I-152 was used by the air forces of: China(Nationalist), Finland, Spain(Republicans).

I-153 (I-15ter). The last Soviet fighter biplane saw service with: China(Nationalist), Finland, Spain(Republicans).

I-16. This chubby little monoplane was used by: China(Nationalist), Finland, Mongolia, Poland, Romania, Spain(Republicans), Spain(Nationalists).

UTI-4 (I-16UTI). The trainer version was used in: China(Nationalist), Finland.

Sh-2. Shavrov's small utility flying boat was utilized by the air force of: Finland.

Shche-2. A twin-engined light transport, designed by Shcherbakov, that was used by the air force of: Poland.

Ts-25. This medium-sized passenger/transport glider was evaluated by: Czechoslovakia, possibly China(PRC).

ANT-9. The twin-engined version (ANT-9-M-17) of this all-metal transport was supplied to the air force of: Turkey.

SB-2. Tupolev's high-speed bomber was used in: Bulgaria, China(Nationalist), China(Red Army at Yen'an), Czechoslovakia, Germany(3rd Reich), Finland, Slovakia, Spain(Republicans), Spain(Nationalists). The SB-2 was manufactured in: Czechoslovakia.

Tu-2. A medium bomber used by air forces in: Bulgaria, China(PRC), Hungary, North Korea, Poland.

UTB-2. A trainer version of the Tu-2 that was in service in: Poland.

Tu-4. An exact copy of the Boeing B-29 that was supplied to the air force of: China(PRC).

UT-2. Yakovlev's little basic trainer was operated by the military forces of: Germany(3rd Reich), Hungary, Poland, Romania.

Yak-3. This smallest of the famous Yak series

(Continued on page 83.)

## FORCES FACT FINDER

This new feature is an attempt to capture that elusive information that everybody wants. The list that follows is my own personal 'Information Wanted List'. I invite any reader to write to me if they know of any magazines or books that contain pictures or drawings of the subject, or can possibly lend me any photographs. I also ask you to send me your own 'Information Wanted Lists'. I will correlate them into one master list for publication, in effect, be a clearing house for such information. I have extensive files myself and will do my best to help you privately. I would much appreciate some sort of return postage, if at all possible. If you would care to make your own drawings or sketches these could be printed in SAFO under the title of this article, due credit being

### MIDDLE EAST & AFRICA

IRAQ - Gypsy Moth, Tiger Moth, Gladiator, Anson, F-86, Dragon Rapide, F-84, Auster, IL-28, MiG-23, Gazelle, Islander, Mirage 5, Puma, Su-22, Su-7, MiG-27, SM.79.  
ALGERIA - MiG-21, MiG-17, Puma, Su-7, MiG-25, MiG-23, MiG-27.  
ANGOLA - MiG-17, MiG-15, Fiat G.91, Auster, T-6, C-47, MiG-21, Islander.  
CAMEROON - C-130, C-47, Puma, Magister, Do 28.  
CENTRAL AFRICAN REP. - C-47, A-1, DC-4, H-34, Noratlas.  
CHAD - A-1, Puma, C-47, DC-4, Noratlas, H-34.  
ETHIOPIA - F-86, Gypsy Moth, Anson, Firefly Mk.4, T-33, Puma, Dove, UH-1, MiG-21.  
EGYPT - Stirling, Halifax, Anson, Magister (Miles), Hart, Moth, Blenheim, Hurricane, Harvard, Gazelle, Tomahawk, F-5E.  
GABON - Mirage 5, Puma, C-47.  
GHANA - F.27, HS.125, Chipmunk, Wessex.  
IRAN - Hind, Audax, Tiger Moth, F-86, F-84, T-6, T-33, Beaver, F-16, Super Frelon, Bonanza, C-45, C-47.  
GUINEA - MiG-15, IL-28, L-29, MiG-17.  
ISRAEL - Consul, Anson, C-46, F-84F, E-2, EV-1, F-16, F-15, S-61, S-61R, Westwind, Beaufighter Mk.2.  
IVORY COAST - C-47, C.337, Puma, Alpha Jet.  
JORDAN - F-86, Marathon, Auster, Chipmunk, T-37, F-5A.  
KUWAIT - Gazelle, Puma, UH-1, Whirlwind, Argosy, Devon.  
LEBANON - Tiger Moth, Macchi MB.308, Bulldog, Dove.  
LIBYA - F-5A, T-33, MiG-21, MiG-25, C-47, CH-47, O-1, Mi-24, Mirage F.1, Gazelle, any aircraft in the new 'greer disc' national marking.  
LIBERIA - C-47, C.337, C.172.  
MADAGASCAR - C-47, Aztec, C-53, C.172, C.337, Defender.  
MALAWI - C-47, Pembroke.  
MALI - MiG-17, MiG-15, C-47.  
MOROCCO - F-5A, Fi 156, Heron, Magister, H-43, MiG-15, MiG-17, Gazelle, Puma, Do 28, Mirage F.1, H-47.  
MOZAMBIQUE - MiG-21, C-47, Noratlas, ex-Portuguese a/c.  
NIGER - C-47, Noratlas, C-54, C.337.  
NIGERIA - IL-28, Do 28D, Bulldog, Whirlwind, L-29, C-47, MiG-15, MiG-17, MiG-21, Bo 105, Puma, Aztec.  
RHODESIA - Oxford, Dragon Rapide, Auster, Islander, Spit.  
QATAR - Whirlwind, Gazelle, Mirage F.1, Lynx, Islander.  
RWANDA - C-47, Islander, Magister.  
SAUDI ARABIA - Anson, Wapiti, T-6, Varsity, F-15, KV-107, Lynx, S-61, Lightning F.52, F-86.  
SOUTH AFRICA - Shackleton in roundel markings, Spitfire Mk.15, Anson, Dove, S-55.  
SENEGAL - Magister, Gazelle, C.337, Boeing 727.  
SOMALIA - MiG-15, MiG-17, MiG-21, C-45, P-51, C-47, AH-1, UH-1, Bell 206, Do 28.  
SOUTH YEMEN - MiG-17, MiG-21, IL-28, MiG-15.  
NORTH YEMEN - MiG-17, IL-28, F-5A, Gazelle, C-47, Skyvan.  
SUDAN - Sea Fury, MiG-17, MiG-15, MiG-21, Mirage 5, Puma, Bo 105, Bu 181.  
SYRIA - Basset, S-61, MiG-23, MiG-25, MiG-27, C-47, IL-28, T-6, Fiat G.46, C.59, Gazelle.  
TANZANIA - MiG-19, MiG-21, MiG-17, MiG-15, Cherokee.  
TUNISIA - F-86, T-6, Puma.  
UGANDA - Aztec, MiG-21, MiG-17, C-47, MiG-15, Mirage 5.

given to the "artist", of course.

### WARNING.

I have already spent many hours dissecting the following magazines for all the information contained in their pages so please do not send me anything from them; Air International/Enthusiast, Air Pictorial, Aviation News, Military Aviation Review, Airfix Magazine, Air Fan, Flying Review International, Aircam Aviation Series, Profile Publications, and am at the moment going through back issues of Flight International in my local library.

I am really asking people to look through all their local IPMS magazines, and any publications that are not on general release.

ZAMBIA - C-47, Beaver, UH-1, Pembroke, Chipmunk, Bulldog.  
ZAIRE - Mirage 3/5, T-28, C-47, C-54, T-6, C-46, Mu-2J.  
UPPER VOLTA - C-47, Fregata, C.337.  
UNITED ARAB EMIRATES - Hunter, Puma, UH-1.  
ZENIN - C-47, C.337.

### ASIA

AFGHANISTAN - MiG-15, MiG-17, IL-28, MiG-21, MiG-19, Su-7.  
BANGLADESH - Magister, MiG-19, MiG-21, F-86, T-33, Wessex.  
BURMA - T-33, T-37, Chipmunk, F.27, Jet Provost, F-86, H-43.  
CAMBODIA - Beaver, O-1, Fi 156 (MS.500), A-37, F-5, A-1.  
SRI LANKA - Dove, MiG-17, MiG-15, Chipmunk, C.337, DC-3.  
CHINA - Yak-9, La-11, IL-10, MiG-9, Tu-4.  
INDIA - Spitfire, S-55, Jaguar, Sea Harrier.  
INDONESIA - O-1, Ki.46, Lockheed 12, T-33, Mi-6, UH-1, S-55, S-58, S-61, Puma, Hawk, A-7, Beaver, F-86, Bo 105.  
NORTH KOREA - MiG-19, Po-2, La-9, Tu-2, IL-28, MiG-17, MiG-21.  
SOUTH KOREA - T-33, OV-10, S-2, C-54, UH-1, H-19, O-2, Beaver.  
LAOS - Fi 156, O-1, H-34, MiG-21.  
MALAYSIA - Tiger Moth, F-86, Gazelle, UH-1.  
MONGOLIA - MiG-15, Po-2, Li-2, La-5.  
NETHERLANDS EAST INDIES - Lodestar, Do 24.  
PAKISTAN - Halifax, Devon, Viking, Auster, Tiger Moth, F-5A, F.27, Puma, Tu-16, F-104.  
PHILIPPINES - T-33, BAC 111, C-119, H-19, H-34, UH-1, T-28, Bo 105, T-34, B-10.  
SINGAPORE - F-5E, C-130, Skyvan, UH-1.  
THAILAND - Ki.43, Hawk II, III, P-12, Zero, Chipmunk, H-46, H-34, T-37, S-2, Beaver.  
SOUTH VIETNAM - H-19, T-6, C-119, AC-47, L-20, A-1E, H-34.  
NORTH VIETNAM - IL-28, MiG-19, MiG-17, F-5, A-37, Li-2, H-1.  
TAIWAN - F-100, HU-16, S-2, T-33, C-47, T-38, C-119, H-34.

### EUROPE

ALBANIA - MiG-15, Yak-3, Po-2, MiG-17, MiG-21.  
AUSTRIA - Ju 52, Ju 86.  
BELGIUM - F-86.  
BULGARIA - IL-10, Pe-2, Ju 52, Po-2, Li-2, Bloch 200, Ju 86, Ju 87, Do 17, MiG-21, MiG-15, MiG-17, IL-28, L-29, Mi-6.  
FINLAND - Hawk.  
FRANCE (N) - Ju 188, Wellington, Si 204, Aquilion, Vampire, Anson, S-55.  
EAST GERMANY - Po-2, IL-28, MiG-19.  
GREECE - Horsley, Bloch 151, Potez 63, Avro 504, Oxford, Tiger Moth, Harvard, T-33, A-7, Wellington, F-86D.  
HUNGARY - Me 210, Ca 310, Po-2, IL-28, Li-2, Yak-9, Tu-2, Bu 131, Fi 156, L-29, MiG-21.  
EIRE - Walrus, Gypsy Moth, F.2B, Avro 504, Dragon, Master.  
NETHERLANDS - Barracuda, Swordfish.  
NORWAY - F-16, Ju 52, Douglas DT-2, F-84G.  
PORTUGAL - Tiger Moth, Gypsy Moth (floats), Master, B-24, Sunderland, Hudson, Oxford, Dragon Rapide, Magister, HU-16, Vampire, B-26, F-5A, Osprey.  
ROMANIA - Z.501, PZL P-37, He 112, Fi 156, Ju 52, Yak-9, Po-2, Li-2, IL-18, MiG-19, L-29, RWD-14, Ar 96, Bloch 151, B-24, La-7.

(Continued on page 83.)

SPAIN - SM.81, Z.501, Z.506, Avro 504, D.510, Whirlwind, O-1, Aztec, Puma.  
 SWEDEN - Hampden, Vanguard, Mosquito, Ju 52, RWD-13, C-45.  
 TURKEY - B-24, A-30, Battle, Beaufort, Southampton, P-61, Magister, Dragon, Anson, Oxford, Beaufighter, F-86D, H-19, Do 28, S-2, Islander, Beaver.  
 YUGOSLAVIA - RF-86, C-47, Whirlwind, T-33, Gazelle, Po-2, F-86K, SM.79, Bf 108, Ca 310, Yak-3, Yak-9, Li-2, Il-10, Pe-2, Mosquito, Sealand.

#### THE AMERICAS

ARGENTINA - Avro 504, Walrus, Duck, G.55, F6F, Apache, Ju 52, Electra.  
 BOLIVIA - B-17G, PT-17, F-86, T-6, UH-1, T-33, B-25.  
 BRAZIL - P-36, O2U Corsair, F4B, A-20, C-82, S-55, TEM, C-119, SA-16, Aztec, Gazelle, A-4F, SM.79, B-26, P-12E, Gordan.  
 CHILE - Hawk III, Gypsy Moth, PBV, P-40, A-24, Beaver, B-17G, Ju 86K, Fairy 3F, S-55T, Hunter, Vampire, T-6, HU-16, B-26, H-19, UH-1, T-34, F-80.  
 COLOMBIA - Hawk I, PBV, B-25, B-17G, PT-17, Ju 52, Ford Trimotor, UH-1.  
 CUBA - F-51, Sea Fury, Beaver, B-26, H-19, C-46, T-6, PT-17, Whirlwind, Bonanza, T-33, MiG-23.  
 DOMINICA - Mosquito, C-45, T-6, Beaver, B-26, H-19, PV-1, P-38, C-46.  
 ECUADOR - Mirage F.1, Osprey, Ju 52, P-47, T-6, C-47, A-37, Strikemaster, Jaguar, Puma, Skyvan, C.337, C.172, T-34, F-80, PBV.  
 GUATEMALA - P-26, PT-17, T-6, A-37, T-33, H-19.  
 HAITI - F-51, PT-17, T-6, H-34, O-2, Beaver, C-45.

HONDURAS - F-51, F-47, P-38, T-6, PT-17, P-63, T-6, C-47, C-45, A-37, Super Mystere, F-86D, F-86K, F-86F, Westwind.  
 MEXICO - O2U Corsair, FF-1, B-26, Skyvan, Islander, T-6, HS.125, C-140, Bonanza, HU-16, Puma, Mu-2.  
 NICARAGUA - FF-1, B-26, T-33, MiG-17, MiG-15, T-28, T-6, C-47, C-45, HS.125, H-34, L-21, P-38, P-51, B-29, P-47, PT-13, DH.4.  
 PARAGUAY - C-45, C-47, T-6, PT-17, L-4, Ba 65, CR.32, C-54, C-131.  
 PANAMA - Islander, UH-1, C.172, Westwind.  
 PERU - Fox, Gordan, Hawk, Ca 310, Su-22, MiG-21, HU-16, Aztec, C-54, C-46, Mi-6, T-33, Avro 504, F.2B, SPAD 7, DH.9, JRF, PT-17, PBV, B-26, Beaver.  
 SALVADOR - T-34, C-47, PT-13, F-51, T-6, Ouragon, Magister.  
 U.S.A. - Defiant.  
 URUGUAY - Tiger Moth, Dragon Rapide, B-25, T-6, Beaver, F-80, C-46, C-47, F.27, T-33, S-2, H-34.  
 VENEZUELA - BR.20, CR.32, T-6, T-7, F-86, C-47, HU-16, CF-5, S-51, DC-9, UH-1, Boeing 737.

All correspondence should be sent to Mick Burton (SAFCH #303), 6 Eveleigh Rd., Farlington, Portsmouth, Hants PO6 1DL England. (Editor's note: This has all the ear marks of becoming an important service and I encourage all readers to assist in this work. If you have the necessary information on one of these a/c but don't feel like putting it together for publication, send the information to Mick and he'll work it into shape for you. On the other hand, if you want to put the information together for publication by yourself, send the finished product to the editorial office.)

#### EARLY SOVIET AIRCRAFT IN FOREIGN SERVICE (Continued from page 81.)

served with the air forces of: Albania, France, Poland, Yugoslavia.

Yak-6. This twin-engined light transport served with a "number of Soviet satellite air forces," but none of them were specified by the sources available.

Yak-9. The most famous Soviet fighter of the second World War was used by: Bulgaria, China (PRC), Great Britain (RAF), Hungary, North Korea, Poland, Romania, Yugoslavia. A modified version was produced in Yugoslavia as the S.49.

Yak-14. This large troop glider was supplied to: Czechoslovakia; possibly China (PRC).

\*In Part 1 of Soviet Air Force Fighters, Green and Swanborough say that the La-7 was operated only by Czechoslovakia and the Soviet Union. However, in the inaugural issue of Air Enthusiast (June 1971), the same authors list in a table the aircraft that have served with the Romanian Air Force. In it is the La-7, complete with the year (1948) and the quantity (about 40).

#### Bibliography: Magazines.

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Flier Revue, no. 10/1977.

IPMS/Mallari, various issues.

Letectvi+Kosmonautika, many issues, 1970-1979.  
Small Air Forces Observer, vol. 2 no. 3 and vol. 3 no. 1.

#### Books.

Richard Bueschel, Communist Chinese Air Power, 1968.

Jerzy B. Cynk, History of the Polish Air Force, 1918-1968, 1972.

William Green and Gordon Swanborough, Soviet Air Force Fighters, Part 1, 1977, and Soviet Air Force Fighters, Part 2, 1978 (World War 2 Fact Files).

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Kenneth Munson, Flying Boats and Seaplanes, 1971.

Heinz Nowarra, Marine Aircraft of the 1914-1918 War, 1966.

Heinz Nowarra and G.R. Duval, Russian Civil and Military Aircraft 1884-1969, 1976.

Christopher F. Shores, The Finnish Air Force 1918-1968 (Arco-Aircam No. 14), 1969.

J.W.R. Taylor, Combat Aircraft of the World.

Zdenek Titz, The Czechoslovakian Air Force 1918-1970 (Arco-Aircam No. 30), 1971.

Weal, Weal and Barker, Combat Aircraft of World War Two, 1977.

George Rowley (SAFCH #69), 1673 Primrose Dr., El Cajon, CA 92020 USA.

reviews-reviews-reviews-reviews-reviews-reviews-reviews-reviews-reviews-reviews

The GUANO AEROPLANE & ZEPPELIN WORKS has recently changed address. For any readers not acquainted with this dynamic group this is a good time to let you in on what you've been missing. They have the following items of small air force interest for sale; (All items are injection molded with scribed sheet where applicable.) Conversion Zero #1 - Polikarpov I-16. Wing panels, horizontal and vertical tails, and fillets to correct errors in the original Revell kit \$1.50. Watts Propeller (2 blades; wood) for Hawker Hurricane (+15¢ postage if ordered alone) \$0.30. Ikarus IK-2; Complete 1/72 scale a/c. 30 injection molded parts, clear canopy \$6.00.

SAFO April 1980

Decals: Yugoslav Insignia and Markings 1938-41: L/72 scale. YRAF roundels and fin flashes, plus marking for 2 Furies, 2 Hurricanes, 3 IK-2, a Bf109E, and an IK-3 \$2.00. In order to encourage injection molding of kits and conversions as a cottage industry, GAZW offers the following booklets for the cost of postage (30¢ each): INJECTION MOULDING - How the GAZW makes kits. MAKING ORIGINALS - How to make accurate master parts for use in epoxy injection molds. For further information write to: Wesley Moore, 5802 North East 59th St., Seattle, WA 98105.



L'ARMEE DE L'AIR DE LA  
REPUBLIQUE DE DJIBOUTI

On 27 June 1977, the last remnant of France's once vast empire on the African continent achieved independence as the Republic of Djibouti (the "d" is not pronounced!). A short history goes on the line like this:

- 1840's France shows interest in the area.
- 1869 The opening of the Suez Canal leads to Anglo-French competition for the territory.
- 1884-85 Protectorate was set up.
- 1967 In a referendum on independence, 60% vote to stay with France.
- 1977 Independence, but France agrees to continue to maintain a military force in Djibouti.
- 1980 Awarded the "SAFCH Cup" for the smallest air force in the world. Runners-up are Botswana, Sierra Leone, Papua New Guinea and Nepal.

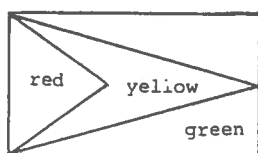
The October '78 issue of National Geographic contains a photograph of a Noratlas in the markings of the AARD, indicating the Djibouti was forming the nucleus of an air arm within a national defence organization. It is now known that personnel training is now proceeding with Armee de l'Air assistance. Initial equipment consisted of two Nord 2501 Noratlas transports which were transferred to the fledgling AARD in late 1978.

"Just a little SAFO news from this side of the world. Swaziland has received one IAI Arava in camouflage color scheme, possibly a brown-green combination. The only markings were the registration 3D-DAA and a small dark-colored leaping lion on the nose and fin.

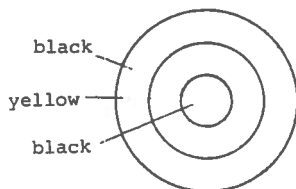
"Recent news coverage from Afghanistan gave some brief shots of Afghan Air Force MiG-17's with a dull red disk on vertical tail surface. It could be possible that in the red disk there is a black outline similar to the motif on the Afghan flag. It certainly is not the red-green-black triangle in a round white disk as given as the present insignia.

"While on the subject of new insignia, I inclose some provisional drawings of recently change air force insignia."

John Grier (SAFCH #251)

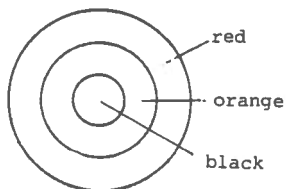


(old)

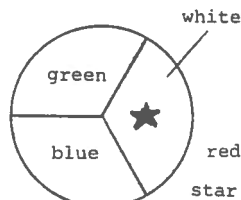


Guyana

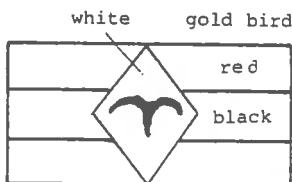
(new)



Angola



Djibouti

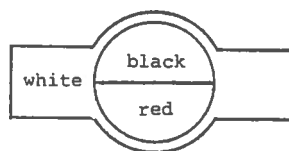


Malawi

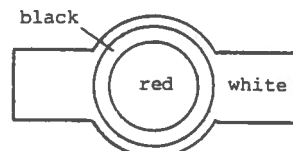
As for the French, the 4/11 "Jura", has been stationed in Djibouti since January 1973 with F-100 Super Sabres; they were dissolved 31 December 1978 and were replaced by the 3/10 "Vexin" equipped with Mirage IIIC interceptors which will serve as the base for the future Djibouti Air Force.

The photo of the Djibouti Noratlas in the National Geographic shows the a/c to be natural metal overall with a white upper fuselage and wing center section. Leading edges of the wings and vertical stabilizers are black as are the propeller spinners. The spinners also have a yellow band and tips. The national insignia (see sketch elsewhere in this issue) is located on the boom and on the top of both wings. The under surfaces of the wings are not visible in the photo. Code letter 'JD' appear in black on the sides of the tail booms aft of the national insignia. On the vertical stabilizer is the serial number '4106' (or '4166', the photo is not clear) and the number '106' appears on the side of the nose. All numbers are black.

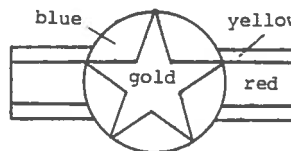
Tor Scott SAFCH #403 (with additional marking information by Michael Parr SAFCH #255)



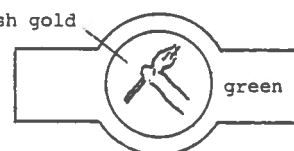
Haiti (old)



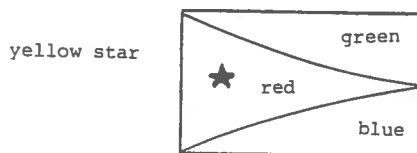
Haiti (new)



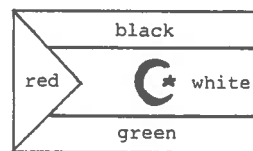
Zaire (old)



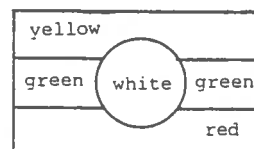
Zaire (new)



Eritrean Peoples Liberation Front



Polisario Liberation Front (Spanish Sahara)



Shan State Army (Located in Northern Burma. Made up of local tribal groups. Major economic gain made in drug traffic - opium. Has been fighting the Burmese Military.)



"I have some comments and corrections on material that has appeared in recent issues.

"SAFO #10, pages 49-58, Westland Sea King Helicopters": West Germany - The national insignia are badly distorted and the colour in the fin flash is not yellow but gold (a very dark shade of yellow comparable with maize yellow). Chrome yellow and even orange as depicted in some colour illustrations is definitely incorrect. India - The roundels are not red-white-green. The 'red' must be saffron. Pakistan - The 'traffic' green of the roundel is more simply described as a very dark shade of green. Egypt - No mention was made of the golden falcon on the white field of the fin flash. On the Sea Kings this is simpler than on the national flag. Also, the proportions of the roundel are incorrect. Qatar - Once again the proportions of the roundel are wrong. The correct sequence of colours (from outside to center) is red, sand (as in the camouflage and not gold as indicated), and white. The fin flash is not white but black and the crossed flagpoles and branches of the Coat of Arms above the red and white flags are in the same sand shade. These are not visible on most photos and I will send a drawing of this at a later time. It is interesting to note that the fin flash on the Qatar Hunters is different.

"SAFO #11, page 82, PFI Shop update: Since my first letter about this Mail Order Firm I have had further problems

"SAFO #12, page 108, Bulgarian insignia: I remember seeing a poor photo of a Bulgarian Ar-196 on display with the rather odd insignia apparently used for a short time after WWII. This photo was in an older issue of L+K. I cut it out for my archives but seem to have mislaid it."

Fritz Braun (SAFCH #220)

(Your memory is correct, Fritz. Photos of this a/c are in the SAFCH files.)

"The DC-3 is the first part-work produced by Airline Publications and Sales Ltd. It is proposed that the complete Production List of each and every DC-3/C-47 manufactured be covered in some 36 parts to be published at the rate of one per month. However to avoid production hang-ups and constant deadlines we will not set a publication date each month but will guarantee the production of twelve parts per annum.

"In view of this guarantee we will be taking subscriptions for the twelve editions. All subscriptions will commence with Part One in January 1980 and expire with Part Twelve in December 1980. Re-subscriptions for editions 13 to 24 will be renewable in January 1981.

"Print runs of the initial parts will be limited and they will undoubtedly become collector's items as the total part work will be incomplete without them. Don't miss out.

"As each part is published it will contain information updating and amending the previous editions. 'The DC-3' is very much an ongoing situation in a constant state of flux. This part work will generate a tremendous amount of renewed interest in the DC-3 and we expect to receive a large flow of information, photographs, colour slides from around the world.

"By the time the Production List is complete in Part 36 you will have a truly comprehensive record of a single aircraft type contained in some 1000 pages and comprising more than 1000 black and white photographs and 180 colour photos. Even after Part 36 we suspect that the publication will continue with an evergrowing mountain of current and past DC-3 history." For further information write Airline Publications -UK, Noble Corner, Gt. West Road, Hounslow, Middx. TW5 0PA, England or Airlines Publications - USA, Room 202, 130 North 5th St., Harrisburg International Airport, Middletown, PA 17057. Persons wishing to assist in this project should write directly to the authors: John & Maureen Woods, 'Santa Monica', 51 St. Michael's Way, Partridge Green, West Sussex ENGLAND RH13 8LA.

"Concerning the 'lost dog' & helicopter story on page 19 of SAFO #13. I would say the moral of the story would be, 'If you're going to use CAF aircraft for personal use, be darn careful who you tell or he may arrange to have it printed in an international publication.'"

Jim MacKenzie (SAFCH #404)

(Editor's note: Jim has sent some slides of a couple of very colorful Canadian Coast Guard helicopters. This is certainly one of the world's most neglected 'small air forces'. Would anyone out there be interested in working up some drawings from these slides for publication in the SAFO with simultaneous submission to IPMS-Canada's RANDOM THOUGHTS?)

"I received SAFO #13, sat down at lunch time, and went through a salad bowl, soup, and two coffees, while reading the issue. I don't remember eating any of the food; I'm not sure I understood all the little corrections and comments in the letter section, and found my head spinning with all that esoteric data. I realized then that with all the aviation enthusiasts in the world, many certainly must be really appreciative of such hard to find information on foreign air arms. SAFO's use for modelling, my main reason for being a member, is but a small part of its value. I think that you and the SAFCH idea are offering an extremely valuable source of information to aviation. Publications such as SAFO are grim reminders of what "freedom" Americans still have. Here is an enthusiast's publication operating freely by an individual on a hobby basis, containing information not even collectable in some countries, for fear of legal or governmental punishment. In some cases, as we already have witnessed, compilation of aviation data, even airliners, has resulted in imprisonment.

"Please accept this as a complimentary letter, and I hope you'll print it. Should all the members of SAFCH (and non-members) have forgotten to thank you, let me do it. On behalf of all the true aviation historians and enthusiasts of the world, thanks for SAFO! Data in individual hands is fine, but it took SAFCH and SAFO to bring it all together to be shared."

Larry "Ivan" Potoski (SAFCH #127)

(Editor's note: Thanks for the kind words Ivan, but I can take only a small share of the praise; most of it has to go to all the members from around the world who so freely share their information.)

"I think your suggestion for an article on the Croatian AF has merit, but I would prefer to continue my research for awhile longer before making an attempt in this direction. I presently have some excellent material covering the history of this little-known air force through the summer of 1943, but there seems to be a big void from that point on to the end of the War. I am just now cultivating some contacts with the Croatian emigre community, and I hope through them to learn more about the last two years of their air force in Croatia. In the interim, I will take you up on your offer of running a request for assistance in the SAFO.

WANTED: Information on the history and aircraft of the Croatian Air Force (Hrvatskog Zrakoplovstva), and its legion component in Russia (Hrvatske Legije), from the summer of 1943 to the end of WW II. Please omit any references taken from the generally available English language aviation periodicals, since these have already been examined. Unpublished photographs of men and aircraft of the Croatian Air Force, 1941-1945 will also be welcome. Those providing assistance will be reimbursed for all postage and photocopy costs. Contact Henry L. de Zeng IV, 5573 North Semoran Blvd. (#1002), Winter Park, FL 32792.

Six other air forces in which I have both an interest and plans for publishing material of a historical nature are Bulgaria (1941-45), Rumania (1941-44), Hungary (1941-45), Slovakia (1941-45), Finland (1941-44), and the Italian Socialist Republic (1943-45)."

Henry L. de Zeng IV

"Just received latest issue of the SAFO (very nice) and it occurred to me that I should let you know about some projects we're developing.

"First perhaps of most importance to your own readers, is a planned annual publication, AIRCRAFT IN FOCUS. The first issue is only just beginning to shape up at this point and it probably will not see publication until late this year. I am in need of much material for this item, however. We envision around 64 pages or perhaps even 96 pages for this first issue, so we can use plenty of material.

"The basic idea of this publication is to present as much pictorial material on military aircraft as possible aimed directly at the modelers, but with enough for any aviation enthusiast. Emphasis will be placed on photos and drawings showing the aircraft, close-up details, interiors and camouflage/markings schemes, etc. We don't plan on too much text but will not turn down material if it is "text heavy" - especially so if the illustrations are what we are looking for to print! We do plan on very extensive captions whenever possible. To cover all nations, periods, aircraft types.

"Second, we will resurrect the WORLD WAR TWO JOURNAL title also as an annual production. I'd like very much to have aviation material of any type for publication - we always seem to be very short on modeler-oriented aviation material for all of our publications; I could turn out lots of the required material - if I only had the time! Naturally, it must concentrate on WWII-only subjects, but beyond that guideline, one is free to wander wherever in their coverage.

"Third, we will be producing many booklets on various sizes and styles: Already in production for the aircraft types are a full account of the Convair B-32 bomber of WWII, with photos (and hopefully drawings - am trying to get suitable drawings from manufacturer but have been unable to get any reply from them after 3-4 months; tried Air Force Museum, and they directed me to the manufacturer; actually AFM has microfilm of the manufacturer's drawings including the B-32 but this means purchasing at least one full roll of film to get what we want - and after getting permission from the manufacturer to purchase the damn thing!), an account of the Lancaster and the 'Grand Slam' bomb it carried during WWII (this one very extensive coverage of both aircraft and bomb, as well as operations with bombs and results, and is fairly well complete through extensive efforts of the author already), and the first lengthy account of the Hs 293 and Fritz X guided missiles (this also fairly complete with photos and drawings, but could use more pictorial material if available). Others are being worked on.

"Among those that will be in the research stages shortly are PBV 'Catalina' (we hope to cover its use by all nations, possibly up to the current day; obviously your group could be of much help in certain aspects of this research; one author will do the writing and basic research and another will do research in certain areas but we certainly welcome contributions of any sort).

"In addition, we will be producing pictorial format booklets (ala the Squadron/Signal style, but probably not any color for now - B&W side-views certainly will be included, as many as possible) on various aircraft and one in particular that comes to mind that is already being researched is the TBF/TBM Avenger. Actually, we will consider publication of any such booklet on a particular aircraft type if there exists a number of suitable plastic models or one or more will be released in the future. Anyone interested not only in contributing to any of these booklet projects, but also in doing extensive research and co-authoring one on a particular aircraft, should get in touch with me immediately.

"Other projects in the works now are another annual, VIET NAM JOURNAL, covering mostly that period in which America was directly involved in the conflict, but often will probably extend beyond that scope a bit. We are very short on aviation-oriented material for this pro-

ject at this time and no doubt your readers would be in a position to help quite a bit with this.

"We are also bringing out a booklet on the French Forces in Indo China 1945-54, which will include a section on the French Air Force during that period with some two dozen side-view illustrations and numerous excellent photos; text by Jim Mesko, artwork by yours truly (from Jim's basic research). Coverage also includes French armored, riverine and Foreign Legion forces - all very extensively illustrated, including unit insignia, etc. This one is practically complete at this time, most of it laid out, so can't really ask for people to contribute at this point in time but later any further contributions could be published either in a second volume, or in issues of the VIET NAM JOURNAL.

"I guess I've hit about everything I wanted to mention (it's enough, right!). We do pay contributors and authors for material published; basically \$2.00 for photos and other illustrations for separate contributions or as part of an article; for material submitted for publication as a booklet authored by the contributor, we produce a contract offering the standard 10% of the sale price of each copy sold. Will supply additional details, guidelines, etc., to all who ask (please include a SASE - foreign, 2 IRC's). Full credit always given and material returned when requested and return postage provided.

"Would appreciate your assistance in publishing any or all of this to your group. As well as contributions of material, we could use even just leads to possible sources. Will also try to get a small plug for SAFO in a future issue of MILITARY JOURNAL; you certainly deserve more exposure." Ray Merriam, International Graphics Corporation, 218 Beech St., Bennington, VT 05201.

"HERALDRY OF THE AIR is the largest museum in the world devoted to the subject of aviation in all its facets, uniforms and badges, aircraft markings, insignia, flags, awards and decorations and other related items such as swords and souvenir items with insignia devices on them. The Museum is privately owned, operated and funded. Admission is by appointment only (it is advisable to call the Curator at least one week in advance) to any and all interested hobbyists and researchers. There is no charge for admission, but donations of money or insignia for the Museum collections is welcomed.

"At the present time there are over 12,000 items in the collection, both civil and military, cloth, metal, and other materials, consisting of actual uniform jackets, caps, badges, rank insignia, swords. Also lapel pins, flags and many other types of items. Airline, air forces, sport aviation and commercial companies of all types are represented, everything from a full dress sword of a Marshal of the Royal Air Force, down to an aeronautical mechanics union badge from local 751 AF of L Seattle. Nearly 100 countries are represented.

"There are also several hundred books and magazines covering all subjects within the categories listed above. In addition there is an archives section containing photographs, drawings, and various pieces of information about uniforms, insignia and aircraft markings.

"All of the above is available for use by serious researchers, or simply for viewing by the hobbyist. It is hoped to contribute some of this material in articles for SAFO, but it is anticipated that there will be very little in the way of aircraft markings, as that is the smallest, and least important part of the Museum's interests at the present time.

"Unfortunately, HOTA is not equipped to run a research service for SAFO members, much as we would like to, so please do not write to ask for information. If you plan on being in New York, you can use the Museum to do your own research using our materials." Peter Bruce Walton (SAFCH #455), Heraldry of the Air, 372 DeGraw St., Brooklyn, NY 11231. Telephone (212) 237-2650.

